The DAILY COMMERCIAL, published by the Commercial Printing Company, corner Fifth avenue and Smithfield street, opposite Postoffice.

RUSSELL ERRATT, Editor.

W. F. BOAK, Business Manager.

TERMS OF THE DAILY: Single copy, 3 cents; delivered by carriers (per week), 15 cents; subscribers by mail, $10 per year.

Communications designed for publication should be addressed to the Editor.

Letters on Business, Subscription, &c., address COMMERCIAL, Pittsburgh.

The Weekly Commercial, a large sheet, containing All the Current News, Miscellaneous, Literary and Scientific Intelligence, and Valuable Reading for the mills.

TERMS OF THE WEEKLY: Per Year (52 issues), $2 00; in Clubs of Twenty, $1 50; one copy gratis to getter up of the Club.

The money must always accompany the Order, and in no instance can these terms be deviated from.

Postmasters are requested to act as Agents.

Communications designed for publication should be addressed to the Editor.

Letters on Business, Subscription, &c., address COMMERCIAL, Pittsburgh.

The Pittsburgh Commercial.

The Daily and Weekly Commercial.—NEWSPAPER DECISIONS.—1. Any one who takes a paper regularly from the Postoffice—whether directed to his name or another's, or whether he has subscribed or not—is responsible for the payment.

2. If a person orders his papers discontinued, he must pay all arrearages, or the publisher may continue to send them until payment is made, and collect the whole amount, whether the paper is taken from the office or not.

3. The courts have decided that refusing to take Newspapers or Periodicals from the Postoffice, or removing and leaving them uncalled for, is prima facie evidence of intentional fraud.

Remittances must be made in Money Orders, Bank Checks, or Drafts, if possible. When neither of these can be procured, send the Money in a Registered Letter. The present Registration system is virtually an Absolute Protection Against Losses by mail, and all Postmasters are obliged to register letters whenever requested to do so.

Communications designed for publication should be addressed to RUSSELL ERRATT, Editor.

Letters on Business, Subscriptions, &c., address COMMERCIAL, Pittsburgh, Pa.

VOL. XI. PITTSBURGH, FRIDAY MORNING, MARCH 20, 1874. NO. 162.

FIRST EDITION

HARRISBURG.

PENNSYLVANIA LEGISLATURE

Uniform System of School Books Proposed.

House Asks Hearing for Fitz John Porter.

Protecting Forests and Fences from Locomotives.

Authorizing Purchase of Gas and Water Works by Cities.

Argument in Cassville Case.

Mr. Newmyer Declines the Speakership.

Special to Pittsburgh Press.

HARRISBURG, March 19, 1874.

SENATE.

Mr. Rutan introduced a bill appointing a committee to report to the Legislature a uniform system of school books.

Mr. McKinley offered a resolution fixing the date of final adjournment at April 1st.

C. B. Hurst, of Beaver county, was confirmed Notary Public.

HOUSE.

The resolution requesting the President to grant Fitz John Porter a new trial was supported by Messrs. Brockway, Christy and Allen, and passed, 61 to 11.

The bill to prevent the destruction of forests and farm fences by fires from locomotives passed.

The bill authorizing cities to purchase gas and water companies, passed.

Mr. Stranahan presented the remonstrance of 300 citizens of Sharon, against the repeal of Local Option.

The House dispensed with the afternoon session to allow the Cassville Committee to hear the argument. Ex-Speaker Anderson called the committee to order at three o'clock, the argument lasting three hours. The committee will report in a few days.

Zanesville, Ohio.

Special Dispatch to the Commercial.

ZANESVILLE, O., March 19, 1874.

The Mayor and Chief of Police explained the new prohibitory ordinance to the police force this afternoon. They were informed that they would be expected to enforce it. The ordinance goes into effect March 28. The saloon keepers have a meeting to-night to take the matter under consideration. Three large temperance mass meetings are in progress to-night.

Alliance, Ohio.

Special Dispatch to the Commercial.

ALLIANCE, O., March 19, 1874.

The crusaders, about one hundred in number, made their usual visits at the several saloons to-day. The large College Hall is filled with people this evening. Thomas Clark, partner with William Kynett, who surrendered Tuesday evening, came forward to the stage this evening, and made an unconditional surrender and signed the pledge.

Chillicothe, Ohio.

Special Dispatch to the Commercial.

CHILLICOTHE, O., March 19, 1874.

The temperance excitement is slowly dying out. Internecine quarrels and bickerings and the fact of its having drifted into politics, has killed the movement here. The ladies were not out to-day. Yesterday they held street prayer meetings.

Crestline, Ohio.

Special Dispatch to the Commercial.

CRESTLINE, O., March 19, 1874.

The women show no signs of abandoning their work here. About thirty were out today visiting and praying at sundry saloons. They were denied admittance to the Weber House, and prayed and sang on the sidewalk there. An effort is making to have Bro Lewis lecture here at an early day.

Van Wert, Ohio.

Special Dispatch to the Commercial.

VAN WERT, O., March 19, 1874.

The street crusade commenced here this afternoon. Nineteen ladies, under the leadership of Mother Webster, visited the saloons and inaugurated prayer meetings. No surrenders. They succeeded in gaining admittance to all but three. No rudeness was shown except at two places. They were notified that a secret meeting would not be tolerated. Prayers for success have been offered up at the Presbyterian church the entire day without intermission.

Bucyrus, Ohio.

Special Dispatch to the Commercial.

BUCYRUS, O., March 19, 1874.

Over one hundred ladies were out on street duty to-day. They visited ten saloons, were admitted to two and held prayer on the sidewalk at the rest. No surrenders are reported. A. Sternberg, a wholesale and retail dealer, said he was sorry to be in a business obnoxious to the good ladies of this place, and would willingly sell out. Large meetings are held morning and evening.

Youngstown, Ohio.

Special Dispatch to the Commercial.

YOUNGSTOWN, O., March 19, 1874.

The women are prosecuting their work in a quiet, systematic manner. The druggists and physicians, with two or three exceptions, have signed the required pledge. A number of squads of women are visiting property holders yesterday and to-day, who generally signed. Three saloons are closed. The saloon keepers generally report a marked decline in their daily receipts.

Lima, Ohio.

Special Dispatch to the Commercial.

LIMA, O., March 19, 1874.

The daily visitations were again made to-day by the crusaders in divisions. Some three or four saloons that refused admittance before, admitted the ladies. This is considered encouraging. Large meetings are held every night, and no lack of interest is manifested.

Cleveland.

CLEVELAND, O., March 19.—This afternoon sixty ladies left the First Baptist church, the headquarters of the Temperance League, and marched to Ontario street, where they found an immense crowd awaiting their arrival. The ladies visited the saloon of D. Price, who received them with courtesy, but would not allow them to enter the saloon, on account of the crowd. Services were held on the sidewalk in front of the saloon. From there the ladies went to Trinkner's Winter Garden, a large lager beer saloon, where they were invited into the saloon, and prayed and sang for some time. On leaving this place, the ladies encountered an immense mob, and were so rudely treated that they abandoned their original programme, which embraced visits to eight or ten saloons, and marched to the rooms of the Young Men's Christian Association. In front of this building services were held before an audience of about two thousand persons. On the west side, three bands, of about fifteen ladies each, started out. Two of the bands made a number of calls and were respectfully received by all. The third band, which moved up Pearl street, was followed by a large and disorderly crowd. The ladies were assailed with yells and insulting remarks when they attempted to pray or sing, and the crowd, which became large and more excited as they moved along, finally became entirely unmanageable. The ladies were threatened with violence, and at one place two of them were quite severely injured. A number of gentlemen who interfered in behalf of the ladies were badly beaten. A policeman was struck on the head with a brick while attempting to keep the mob back, and is very severely injured. The ladies finally reached their homes in safety. The result of the day's work is very discouraging, and it is believed that the plan of praying at saloons will be abandoned. March indignation is expressed at the action of the mob, and if the ladies continue their work they will not lack for physical support.

Columbus.

COLUMBUS, March 19.—The crusaders were out to-day visiting the manufacturing establishments and private houses. One hundred and sixty signatures were obtained to the citizen's pledge. A mass meeting of persons under twenty-one years of age will be held in City Hall Saturday night.

Cincinnati.

CINCINNATI, March 19.—Street praying in large bands commenced in the First ward by the temperance women to-day. Five temperance meetings were held in the city to-night.

Pro'est Against Violations of the Sabbath.

ELIZABETH, N. J., March 19.—The meeting last night to express indignation at the German demonstration last Sunday against the Sunday laws, was the largest ever seen in this city. Clergymen made addresses. Resolutions were adopted declaring that the open and organized resistance to the Sabbath law by its habitual violators, supported by a large and formidable element of infidelity, inspires alarm for the permanency of the Christian Sabbath and calling on all good citizens to forsake party affiliations and put it down.

A Hitch in the Coulter-Brown Negotiations.

NEW YORK, March 19.—The representatives of oarsmen Brown, of Halifax, and Coulter, of Pittsburgh, cannot agree. Brown is willing to row for $2,000 at any place in the United States, outside of New York State, or for $1,000 in Nova Scotia; while Coulter wants to row for $1,000, at Saratoga or Toronto.

throughout this entire central region, and the laws regulating that season are as unalterable as the laws of the Medes and Persians. I look, therefore, for an adjournment from the 27th of March to the 6th of April—"thar or thar-abouts." SPECIAL.

JAPAN.

Empress Receives English, American and Belgian Ministers' Families—The Rebellion—Iwakura Recovering.

SAN FRANCISCO, March 19.—The Japan *Gazette* of February 23d contains the following: On the 20th of January the Empress received the wives and families of the English, United States and Belgian Ministers. The government is making strenuous efforts to put down the rebellion of the Samourai, but many of the military threw down their arms and refused to fight their countrymen. The *Gazette* says people need have no fears for the safety of friends in Japan, nor for the financial condition of the country. Enomoto has been appointed Minister Plenipotentiary to Russia. Iwakura had nearly recovered. The Samourai of Sagakenhipen have assembled in Tuples, demanding that an expedition be dispatched to Corea. Their number is constantly increasing. On the night of the first of February they went to the Bank of Ono, of Fakakava, and used such violence that all the clerks fled away. The registration of the people has been disregarded for a long time, but it has now been accurately accomplished. The census shows the population of the empire to be 31,100,000. The Chamber of Commerce of Yokohama has strongly recommended an order for storing petroleum at a safe distance from the city, but the government had taken no action in the matter. Okuribu has gone south as commissioner from the Mikado to the disaffected people there, taking a strong force of marines, the infantry refusing to go. These refusals of soldiers to obey orders shows a very strong spirit of rebellion. The work of constructing a telegraph line northward is progressing favorably.

TEMPERANCE CAMPAIGN.

Bloodshed in Darke County, Ohio.

Special Dispatch to the Commercial.

DAYTON, O., March 19, 1874.

While the temperance women were praying in front of Tom Cavin's saloon, in the town of Arcanum, Darke county, between nine and ten o'clock last night, two men, named Joe Creighton and Willis Perkins, engaged in an altercation, in which the former received a mortal wound from a knife in his left lung, and the latter had his right eye knocked out with a stone. The fuss originated in a difference of opinion in regard to the women's movement. The affair created great excitement in town.

SECOND EDITION.

WASHINGTON.

Another District Attorney.

DAVID REED SELECTED NOW.

His Name to Go to the Senate this Morning.

How and Why it was Done.

A Finance Bill Under Way.

The Senate Opposes, and the House Favors Expansion.

Suits for Interest Against Pacific Railroads.

The Executive, Legislative and Judicial Appropriation Bill.

Special Dispatch to the Commercial.

WASHINGTON, D. C., March 19, 1874.

Senator Scott's Change of Front.

The agreement upon the name of Mr. McCormick for the nomination to the office of District Attorney, as stated last evening, had not gone so far as to prevent a reconsideration. Though an interview with Mr. McCormick was desired, his absence from Harrisburg from last Friday till Tuesday morning prevented the receipt by him of a request for that interview. When it did take place it was apparent that there could not be an agreement. In the meantime, considerable opposition among the Congressional Representatives embraced in the judicial district was manifested, and from various sources this opposition attracted the attention of the President and had a perceptible effect. When this became apparent, in view of the frequent announcements made that the responsibility for the appointment would be upon Senator Scott, the Senator took the ground that if he must be responsible he would go outside of all factional or excited feeling on the subject and nominate a lawyer of standing and experience, and in doing so nominated David Reed, of Pittsburgh, who had been suggested by leading lawyers and business men. This nomination will be sent to the Senate to-morrow, the order to this effect having been issued by the President this afternoon, and will doubtless be favorably reported and confirmed at the next Executive session. While General Cameron is not understood to have assented to the relinquishment of Mr. McCormick, he will acquiesce in the selection thus made. When Mr. McCormick became aware of the embarrassment occasioned by the mention of his name, he signified his willingness to withdraw and have another person nominated.

Finance Bill in Course of Preparation.

The Senate Committee on Finance have come to the conclusion that it would be useless to listen to any more debate on the financial question. To day they commenced the preparation of a bill which it is designed to cover as far practicable the sense of the Senate as indicated in the numerous speeches (nearly every Senator having had his say) which have been made on the subject. At this stage of the labors of the committee, it is impossible to say what will be the specific direction of their bill; but it is understood that it will be of a positive character, and will set at rest the present confidence which has resulted from the uncertain policy hitherto in existence. The question of expansion will be disposed of and a provision will be introduced establishing free banking with responsible redemption. During

The Senate Discussion,

all the votes were on resolutions instructing the committee, and, if passed, would have dictated to the committee the course they should pursue in framing a bill. The majority against these indicates nothing, but from the speeches it is the impression of the committee that there is a strong vote opposed to expansion. In the House the majority seems in favor of expansion.

Senator Scott and Mr. Schenck,

Minister to the Court of St. James, dined *en famille* with the President last night.

Suits Against Pacific Railroads.

The Judiciary Committee of the House, it is stated, will report the bill instructing the Attorney General to institute suit against the various Pacific railroads for twenty millions, the amount of interest in default on their guaranteed bonds.

Executive, Legislative and Judicial Bill.

The House made very slow progress on the Executive, Legislative and Judicial Appropriation bill to-day. The main discussion, which lasted over an hour, was with reference to the appropriation for the pay of the Capitol police, which increased from $21,000 to $40,000 in round numbers, in 1869, to over $40,000 for the current fiscal year. Mr. Holman and other members wanted to know the reason for this increase. The Committee on Appropriations failed to give a satisfactory answer. The House, however, by a large vote, allowed the item as the committee have voted the appropriation. The bill is being brought step by step, and some time must be used up before the bill can pass. This bill, as it stands in the way of many of the other important appropriation bills, of which there are six yet to be reported, viz., the Deficiency bill, the Miscellaneous bill, the Pension bill, the Consular and Diplomatic bill, the Postoffice bill and the River and Harbor bill. Besides these, there are those already reported and now on the calendar of the House.

WASHINGTON, D. C., March 19, 1874.

COMMISSIONER BAKER ANSWERS CHARGES.

Commissioner of Pensions Baker to-day presented to the Speaker of the House his official reply to the recent charges made against him. He asserts that the parties concerned in the assault upon him were all dismissed from his office, for either willful neglect of duty or infamous conduct. He gives a full and specific answer to the charges, asserting their falsity, and makes an argument which is a terrible injustice as well as the demoralizing effect upon the public service, of permitting public officers to be arraigned by discharged clerks and others without the support either of competent testimony or responsible names.

A LADY APPOINTED PENSION AGENT AT CHICAGO.

Miss Ada C. Sweet, who was nominated by the President and confirmed by the Senate today as pension agent at Chicago, vice Blakely, resigned, is a daughter of the late General B. J. Sweet, First Deputy Commissioner of Internal Revenue. The President has heretofore declined to appoint ladies to responsible disbursing positions, but the ability of Miss Sweet in the administering of the Chicago office, while her father was pension agent, induced the President to make an exception in her favor. The Senate confirmed the nomination without the usual reference to a committee.

FIRE RECORD.

Philadelphia—$35,000.

PHILADELPHIA, March 19.—The spring factory of Ingall and Dovey was burned this morning. Loss $35,000; insurance $10,000.

NEWS SUMMARY.

BY TELEGRAPH.

The steamer St. Olaf, from London, has arrived at New York.

The steamer India, from Liverpool, arrived at Philadelphia yesterday.

The steamer Canada, from Liverpool, arrived at New York last evening.

The steamer Great Republic, from Hong Kong, arrived at San Francisco yesterday.

The Massachusetts House will vote for a successor to Senator Sumner on the 24th inst.

Lowenstein, the convicted murderer, made an unsuccessful attempt to escape from the Albany jail Wednesday night.

The Local Option bill, providing that the question of license shall be determined by the legal voters of the State at large, has passed the New Jersey Senate.

Northeasterly and southeasterly winds, slightly rising temperature and increasing cloudiness in the evening, are the probabilities for the Ohio Valley to-day.

The French Ambassador at Berlin is said to be about to resign, in consequence of unpleasant relations with Prince Bismarck. An adjournment of the Reichstag is probable, on account of Bismarck's continued illness.

During the trip of the Great Republic from Hong Kong to Yokohama, Lieut. G. Ela, of the United States Navy, committed suicide by jumping overboard. The cause of the act is unknown.

The third annual re-union of the Michigan Soldiers and Sailors Association will take place in Jackson on the 9th of April. The annual re-unions of nearly all the old regiments of the State will be held at the same time and place.

N. H. Gillett, Secretary of the Lindell Hotel Company, St. Louis, died Wednesday night from an overdose of hydrate of chloral. He had been suffering intensely from nervous disease, and it is believed took chloral to end his existence, as his physician had specially forbidden the use of that preparation.

Cremation societies are the order of the day now in Switzerland. Several have been organized in Geneva, Berne and Zurich.

XLIII. CONGRESS.

FIRST SESSION.

WASHINGTON, D. C., March 19, 1874.

SENATE.

Mr. SPENCER, from the Committee on Commerce, reported favorably in the House bill to improve the mouth of the Mississippi and appropriating $30,000 for the purpose, such appropriation to be available from the passage of the act and asked its immediate consideration. Objection being made by Mr. Sanlsbury, the bill went over.

Mr. DENNIS, from the Committee on Commerce, called up the bill reported yesterday from the committee amendatory of the act to prevent the extermination of fur bearing animals in Alaska. Passed.

Mr. CHANDLER called up the Senate bill to authorize the employment of certain alien engineers and pilots. Passed.

Mr. BUCKINGHAM submitted a resolution instructing the Secretary of the Interior to communicate to the Senate the number of Indians, including women and children, captured by the United States troops, during 1873, together with the number of citizens and soldiers killed by the Indians in 1873. Agreed to.

The Senate then proceeded to the consideration of bills on the calendar.

The CHAIR announced that the consideration of the bill to equalize the distribution of currency would be resumed, that being unfinished business.

Mr. WEST moved that the Finance bill be laid aside and the consideration of the Army Appropriation bill be resumed. Agreed to.

Mr. ALLISON called up the bill appropriating $10,000 to pay the expenses of the Joint Committee to investigate into the management of the affairs of the District of Columbia. Passed.

The Senate then resumed consideration of the Army Appropriation bill, the pending question being on the section appropriating $10,000 for an Army Medical Museum, medical and other necessary works for the library of the Surgeon General's office. Agreed to.

Pending the discussion, Mr. LOGAN moved that the Senate proceed to the consideration of Executive business. Agreed to.

The Senate then went into Executive session, and soon after adjourned.

HOUSE.

Immediately after the reading of the journal, the House resumed consideration of the Senate bill reported last Tuesday from the Committee on Mines and Mining, supplementary to the act of May 10, 1872, to promote the development of the mining resources of the United States, to which bill various amendments are pending, one reported from the committee, one offered by Mr. Negley and one by Mr. Holman.

Without coming to a vote the bill went over to the morning hour of Tuesday next.

Mr. ALBRIGHT introduced a bill to amend the act of 1793 in regard to the enrollment and licensing of vessels employed in the fishing and coast trade.

The House then, at 1:30, went into Committee of the Whole, Mr. Woodford in the Chair, on the Legislative, Executive and Judicial Appropriation bill.

The Item of $1,000,000 for mileage of members of the House having been reached, Mr. SMITH, of Pennsylvania, offered an amendment confining the allowance for mileage to actual traveling expenses.

Mr. PARKER, of Missouri, made the point of order that the amendment was not in order, as being in conflict with the existing law, and the point was sustained by the Chairman.

Mr. ALBRIGHT offered a similar amendment, which was also ruled out on a like point of order.

An appeal was taken, but the decision was sustained by a vote of 129 to 39.

Mr. SMITH, of Pennsylvania, then moved to reduce the amount to twenty thousand dollars, and sent to the Clerk's desk statements from the Secretary of the Treasury to the effect that the amount of mileage paid to members of the 42d Congress was $196,557, and the amount paid at the present session, when only actual traveling expenses were allowed, was only $23,476. There was an opportunity for reformers to save $150,000 for Congress in that single item.

Mr. Smith's amendment was rejected—54 to 94.

Mr. MELLISH then moved to strike out the item for mileage, and remarked that it was time that this great American swindle was abolished.

Mr. CLYMER offered an amendment.

Mr. TREMAIN submitted that they were trifling with the valuable time of the House and expenses and he therefore hoped the amendment would not be adopted.

Mr. RANDALL advocated the amendment. He proposed to fight the appropriations in this bill line by line.

Mr. MELLISH remarked that he would attempt at every opportunity to stop the stealing of $180,000 from the Treasury.

Mr. PARKER, of Missouri, asked Mr. Mellish whether he undertook to say that members of the House were engaged in stealing $180,000.

Mr. MELLISH replied what he had already said, that mileage was a great American swindle. He did not believe there was such a swindle perpetrated under any other government.

Mr. PARKER replied that his question amid a good deal of noise and confusion, but the Chairman stated that the question, in the form put, did not seem parliamentary.

Mr. PARKER asked the opinion of the Chair as to whether it is parliamentary for parliamentary.

Mr. GARFIELD, manifesting impatience—Let us have a vote.

Mr. NIBLACK moved to reduce the amount one half, and expressed the opinion that ten cents a mile was a just and fair measure of compensation for traveling expenses.

Mr. MELLISH said he would modify his language and call mileage constructive stealing, or legal stealing, but he would not withdraw his statement that it was the great American swindle.

Mr. POTTER opposed the pending amendment, because it did not reduce the appropriation enough.

Mr. COX said they would never have an end to this discussion and disagreement on the case, and he hoped the House would do that to-day.

The discussion, which had been very noisy and excited, then ceased, and the amendment was lost—the vote on Mr. Niblack's amendment, which was rejected, being the same.

Mr. HOLMAN suggested, as a measure of peace, an amendment repealing the law allowing mileage for a session of Congress, such as that of Mr. Parker, of Missouri, and the amendment was not received.

The committee then rose, after having got through with only two pages of the bill, and the House adjourned.

FIRE AT BEAVER.

The "Argus and Radical" Burned Out—Losses and Insurance—Origin of the Fire Unknown.

Special Dispatch to the Commercial.

ROCHESTER, PA., March 19, 1874.

A disastrous fire occurred at Beaver this morning at about 4 o'clock, resulting in the total destruction of the *Radical* building. The following are the losses: Orr and Cooper, hardware store, from $8,000 to $9,000, no insurance; J. H. McCreery & Co., loss not ascertained; insured for $5,000 in a Pittsburgh company. The Beaver County Printing Company and the *Argus and Radical* were insured for $5,000 in the following companies: Rochester of Rochester, $2,000; Lycoming, $2,000, and the Ætna, $2,000. J. R. Harrah, attorney, whose office was in the second story, from $1,000 to $1,500; insured for $500. S. Rutan and D. L. Imbrie, who also had offices on the second floor, lose respectively $500 and $800; no insurance. The third floor was occupied for two years by the Odd Fellows, who lose $1,500, insured in the Rochester for $800, and the Lycoming for $500. The building was owned by Colonel M. S. Quay, whose loss will be from $15,000 to $16,000, insured in the following companies: Rochester $3,000, Lycoming $2,000, and the Ætna for $5,000. The origin of the fire is a mystery, as there was no fire left burning on the previous evening.

THE MODOC CITY FIRE.

No Lives Lost—Bursting of Another Tank—Union Pipe Company the Losers.

Special Dispatch to the Commercial.

MODOC CITY, PA., March 19, 1874.

The fire kindled by lightning yesterday noon is still burning. The oil in the iron tank which burst at nine last night belonged to the Union Pipe Company, and not to Joseph Bushnell, as reported. A second tank burst at midnight, and the oil extended to the Adams well, which it destroyed. Seep's engine house was also burned. Several dwellings and stores have been destroyed, and it is difficult to say when or where the damage will stop. The total loss to date will exceed thirty thousand dollars. No lives were lost.

NEW YORK.

NEW YORK, March 19, 1874.

THE STOCK EXCHANGE FORGERY.

Edward D. C. McKay, charged with writing letters to the New York Stock Exchange purporting to be signed by the President of the Western Union Telegraph Company on the 17th of February, has been indicted by the Grand Jury on a charge of obtaining goods under false pretenses.

ANOTHER INDICTMENT AGAINST SANBORN & CO.

Another indictment was found by the United States Grand Jury in Brooklyn against Sanborn, Hawley and Vanderveer, on a charge of conspiracy to defraud the government.

END OF A TRAPEZE PERFORMER.

James Sylvester, a trapeze performer at Berry's Opera House, while performing, missed the safety rope and fell, striking his head on the box. He died a short time afterward.

STATE LEGISLATURES.

Ohio.

COLUMBUS, March 19.—In the House this morning, the following bills passed: House bill of Mr. Kemp, to protect land owners; Senate bill to allow married women to sue and be sued in their own name; Senate bill to allow counties to join together for the purpose of erecting Childrens' Homes.

In the Senate, the following bills passed: Senate bill granting the consent of Ohio to the government of the United States to acquire, by purchase, lands within Ohio for the improvement of the Ohio river; Senate bill to amend the code, so as to provide that on petition of owners of more than two-thirds of a foot front of any street or part of street, the same may be improved and kept in repair at the charge of owners of the adjoining lots; to exempt members of sharpshooters organizations from labor on highways and as jurors after being members of such companies for five years. A bill was introduced making the obstruction of mechanics and laborers in the prosecution of their lawful avocation punishable by fine and imprisonment.

In the Senate, the Weimer-Welsh election case was taken up. An attachment was issued for three witnesses from Union county. The afternoon was spent in the examination of witnesses. The Supreme Court to-day refused an application for a writ of *quo warranto* in the case of Weimer against Welsh.

Governor Allen to-day sent to the Senate the name of Walter C. Hood, of Marietta, to be State Librarian from March 24.

The Great White River Flour is now being made under a new patent and is giving general satisfaction. It is now the leading brand in this market. Every dealer should keep it.

EUROPE.

BY THE ATLANTIC CABLE.

England.

ASSEMBLING OF PARLIAMENT—QUEEN'S SPEECH.

LONDON, March 19.—Parliament reassembled to-day and the Queen's speech was read. Her Majesty refers to the continuance of friendly relations with foreign powers, and alludes to the marriage of the Duke of Edinburgh as a pledge of friendship between the two great empires. Warm praise is given to the troops of the Ashantee expedition, for their courage and endurance. Speaking of the famine in Bengal, the Queen says the Governor General of India has been directed to spare no cost in his efforts to mitigate this terrible calamity.

The expenditures for the coming fiscal year will be submitted to the House of Commons immediately. Measures will be submitted to Parliament which, it is advised, will be found calculated to do away with much of the delay and expense attending the transfer of land in England. Several local matters are referred to, including the working of the act affecting the relations between master and servant, the act dealing with offenses connected with trade and the law of conspiracy. In view of the remonstrances made against these measures, Her Majesty desires that Parliament, before attempting fresh legislation concerning them, should be in possession of all material facts and of the precise questions in controversy, to secure which she has issued her Royal Commission of inquiry into the state and working of the laws.

The speech concludes as follows: "A bill will be introduced dealing with such parts of the acts regulating the sale of intoxicating liquors as have given rise to complaints, and appear to deserve the interference of Parliament. Your attention will also be directed to the laws affecting friendly provident societies. These matters will require grave consideration. I pray the Almighty to guide your deliberations."

YESTERDAY'S PROCEEDINGS IN PARLIAMENT.

LONDON, March 19.—In the House of Lords an address in reply to the speech from the throne was moved by the Marquis of Lothian, and seconded by the Earl of Cardigan. An interesting debate followed. The Duke of Somerset, a Liberal, made a sharp attack on Gladstone for listening to, if not encouraging, parties who favored the dismemberment of the empire. Earl Grey, another Liberal, described the dissolution of the last Parliament as an act of political suicide committed during lenten season. In defense of his late colleague, Lord High Chancellor, came to the defense of Gladstone with a brief but eloquent vindication of his course. The Earl of Derby, new Minister of Foreign Affairs, in the course of some non-committal remarks on England's policy abroad, intimated that the marriage of the Duke of Edinburgh with the Princess Marie Alexandrovna was a matter of political importance. The address, which is a mere echo of the royal speech, was then adopted without amendment.

IN THE HOUSE OF COMMONS

there was a very full attendance of members, and the galleries were crowded with spectators. Disraeli, on entering the chamber, was received with triumphant cheers by his supporters. When the members had returned from the Chamber of Peers, the Speaker read a letter from Lord Chief Justice Sir Alexander Cockburn, informing the House of the circumstances under which one of its members, Whalley, was adjudged guilty of, and fined for, contempt of court. Mr. Anderson gave notice that on the 31st inst. he would call attention to the fact that British subjects had not yet received compensation for their losses in accordance with the provisions of the treaty of Washington. An address in response to the Queen's speech, similar to that introduced in the upper House, was moved by Sir William Starling Maxwell and seconded by Mr. Callender. The former moved an amendment to the address declaring that Parliament is conscious of its obligation to specially care for India, and assuring Her Majesty of its readiness to which it will consider measures to alleviate distress in that country and to prevent its recurrence. Mr. Gladstone rose and said he would not seek to place any obstacle in the way of the government in its treatment of India. He deprecated the creation of a commission to inquire into the relations of employers and employed, but concluded by admitting to give the new government a fair trial. Disraeli objected to the amendment moved by Mr. Torrens as inopportune, and it was withdrawn. The address was then adopted and the House adjourned.

DISRAELI AND THE FENIAN PRISONERS.

LONDON, March 20.—The *Daily Times* says it has been given to understand on good authority that Disraeli will advise the early release of the remaining Fenian convicts.

THE LIBERAL WHIP.

Arthur Peel has been designated as the Liberal Whip during the present session of Parliament.

FIRST ARRIVAL FROM ASHANTEE.

LONDON, March 19.—The Fusiliers arrived at Portsmouth to-day from Gold Coast.

Marine News.

LIVERPOOL, March 19.—Steamships Elysia, St. Laurent and Albert Edward, from New York, and Caspian, from Baltimore, arrived out.

European Markets.

LONDON, March 19.—Consols for money, 92¾@92⅞. Amount of bullion in the Bank of England on balance to-day £25,000. 5-20s, 1865, 109¾; do 1867, 109¾; do 1868, 109¾.

PARIS, March 19.—Rentes 44 francs 75 centimes. The specie in the Bank of France has increased 26,000,000 francs.

FRANKFORT, March 19.—United States 5-20s of 1862, 88¾.

LIVERPOOL, March 19.—Cotton active and firm; middling uplands, 8¾d; Orleans, 8¾d; sales 18,000 bales, including 2,000 for speculation and export. Breadstuffs quiet and unchanged. Pork 62s 6d. Bacon 38s 3d@39s 6d. Others unchanged.

CASUALTIES.

Killed by the Cars.

Special Dispatch to the Commercial.

ALTOONA, PA., March 19, 1874.

A young man named Augustus Barnett, who has been loafing around the depot for several days, was killed this morning. While standing on a flat car, he fell on the track, under the wheels, and was crushed so badly that his death occurred two hours after. He was from Three Oaks, Michigan.

STATE NEWS.

Norristown is importing the "heathen Chinee."

Reading has two manufactories devoted to metal cornice.

The South Easton furnace was blown out on Sunday night.

The Williamsport *Register* is to be enlarged, next month. It is a bright little daily.

A Montgomery county magistrate fined some young men $9 and costs for refusing to pay toll at a toll gate.

Among the names of those citizens of Luzerne who are in favor of dividing the county are many of its best citizens.

Reading boasts a locomotive that retains the blood stains of an engineer who was run over and killed fifteen years ago.

The Women's Medical College at Philadelphia turned out eighteen graduates this commencement.

The Schuylkill at Norristown, is to be stocked with salmon trout. The fish will probably be put in the river during April.

Conrad Miller, a cooper, fifty-eight years old, fell dead in Reading on the 16th. Heart disease was the cause.

John Bechtel, aged sixty years, was found dead in his bed at Birdsboro, Berks county, on Sunday morning.

Mrs. John Dorlan, of West Brandywine, Chester county, has courted fame by making a quilt out of 11,200 scraps of cloth.

Ebensburg has twenty-three voters named Jones, twenty named Evans and eighteen named Davis.

David Imler, aged sixty, shot and killed a wild goose at a distance of 150 yards, in Bedford county, the other day.

New brooms sweep clean. The new burgess of Phœnixville has ordered the closing of cigar shops on the Sabbath.

The *Journal of the Exposition*, Philadelphia, is for sale-entire. Mr. Ezra S. Bouge, its present proprietor, desires to retire from journalism—in this part of the country.

The Norristown *Herald* says: "A Reading sculptor is carving a bedstead for the Centennial Exposition." And the Philadelphia *Herald* adds: "It the Exposition grows much weaker, it will soon need a bedstead."

The corner-stone of a new African Methodist Episcopal church will be laid on Sunday at Lewistown. Rev. Richard R. Cain, colored, a member of Congress from South Carolina, will be present.

On Saturday morning, at Pottstown, an enraged bull attacked Mr. George Stubblebine and son, in a cattle car. The bull's horn was caught between one of the upright posts of the car and slats, otherwise the elder gentleman would have been killed.

William J. Whitehead, a boy of thirteen years, was caught in the belting in the Reading cotton mill, on Monday, and whirled round the shaft at the rate of 168 revolutions per minute. His brains were dashed out and his body badly crushed.

Eli Plummer, of Tod township, Huntingdon county, won't saw any lumber until spring. An Italian from Ireland left his clay meerschaum in P.'s sawmill the other night, and when morning dawned, lo, and behold, naught but ashes remained.

The Reading *Eagle* of the 16th inst., says that on Monday a young man named Edward J. Keffer was sent by his father to the bank to deposit $370, but failed to do so. Detectives were sent to work, foul play being feared, but they soon came to the conclusion that the young man had voluntarily left the city.

BOOTS AND SHOES

GILL & BRO

LARGE WHOLESALE HOUSE,

No. 253 LIBERTY STREET.

One of the Largest SPRING STOCKS Ever Brought to the Market.

A FULL LINE

Women's, Misses', Children's, Men's, Boys', Youth's

Brogans, Balmorals and Gaiters.

SPECIAL ATTENTION CALLED TO OUR

City Made Goods.

MINERS' AND MILL HANDS' SHOES.

Cash and Short Time Buyers will consult their own interests by calling and examining.

N. B.—Eastern Bills Duplicated. Orders Filled with Care and Attention.

FLOUR! FLOUR! FLOUR!

The Only Exclusive Flour House in the City.

Rising Sun, Bbls., Penn Mills, Bbls., Atlantic Mills, Bags.

Rising Sun, Bags, Penn Mills, Bags,

ALSO, A FULL LINE OF

ST. LOUIS, MINNESOTA AND WISCONSIN FLOURS.

F. W. JENKINS & BRO.,

255 LIBERTY STREET.

CRIMES.

The Fort Wayne Murder.

Special Dispatch to the Commercial.

FORT WAYNE, IND., March 19, 1874.

The preliminary examination of Frank Hogan, Eugene Savine and Theo. Johnson, for the murder of Andrew Tiernan last Friday night, will be now in progress. It is expected that one of them will turn State's evidence.

Murder in Jackson County, Indiana.

Special Dispatch to the Commercial.

SEYMOUR, IND., March 19, 1874.

Last Saturday the body of a man was found in Salt Creek, in the northwestern part of this Jackson) county, with his throat cut and a stone tied around his neck. Two brothers, James and Alexander Fleetwood, were arrested, each one swearing out a warrant against the other, which one of his members, Whalley, was adjudged guilty of, and fined for, contempt of court. Mr. Anderson gave notice that on the 31st inst. he would call attention to the fact that British subjects had not yet received compensation for their losses in accordance with the provisions of the treaty of Washington. An address in response to the Queen's speech, similar to that introduced in the upper House, was moved by Sir William Starling Maxwell and seconded by Mr. Callender. The former moved an amendment to the address declaring that Parliament is conscious of its obligation to specially care for India, and assuring Her Majesty of its readiness to which it will consider measures to alleviate distress in that country and to prevent its recurrence. Mr. Gladstone rose and said he would not seek to place any obstacle in the way of the government in its treatment of India. He deprecated the creation of a commission to inquire into the relations of employers and employed, but concluded by admitting to give the new government a fair trial. Disraeli objected to the amendment moved by Mr. Torrens as inopportune, and it was withdrawn. The address was then adopted and the House adjourned.

DISRAELI AND THE FENIAN PRISONERS.

LONDON, March 20.—The *Daily Times* says it has been given to understand on good authority that Disraeli will advise the early release of the remaining Fenian convicts.

THE LIBERAL WHIP.

Arthur Peel has been designated as the Liberal Whip during the present session of Parliament.

FIRST ARRIVAL FROM ASHANTEE.

LONDON, March 19.—The Fusiliers arrived at Portsmouth to-day from Gold Coast.

Marine News.

LIVERPOOL, March 19.—Steamships Elysia, St. Laurent and Albert Edward, from New York, and Caspian, from Baltimore, arrived out.

European Markets.

LONDON, March 19.—Consols for money, 92¾@92⅞. Amount of bullion in the Bank of England on balance to-day £25,000. 5-20s, 1865, 109¾; do 1867, 109¾; do 1868, 109¾.

PARIS, March 19.—Rentes 44 francs 75 centimes. The specie in the Bank of France has increased 26,000,000 francs.

FRANKFORT, March 19.—United States 5-20s of 1862, 88¾.

LIVERPOOL, March 19.—Cotton active and firm; middling uplands, 8¾d

The Daily Commercial.

FRIDAY, MARCH 20, 1874.

We rise to inform the Street Commissioners of Pittsburgh that the mud is now soft enough to be removed.

Sunset Cox has invented a new name for political Merry-Andrews. He calls himself "an eclectic political philosopher."

He who wears the collar of a master willingly, will be apt to think that other men ought to be labeled with badges of serfdom. This is the reason why Jay Gould's paper characterizes the great, free Commonwealth of Pennsylvania as "Cameron's State."

And now those Democratic Senators who voted for Simmons as Collector of the port of Boston, are quite disgusted to learn that the appointment, after all, does not promise to widen the breach in the Republican party in Massachusetts. What a shame that the noble sacrifices of these exalted patriots should meet with such a poor return!

And now the versatile New York *Herald* discourses on "Theatrical Statesmanship." Strange to say, its essay relates wholly to something which the new English Premier has done or proposed to do, and has no reference whatever to its own theories of government. This is like the play of Hamlet with the Prince of Denmark left out.

The New York *World* gives formal notice to all whom it may concern that the Democratic party, of which it is the principal organ, will hereafter have nothing whatever to do with Liberals or Protectionists. It proposes to make a square, old-fashioned Bourbon and free trade fight. Is the Pittsburgh *Post* with it in the latter feature of the programme?

That perennial abomination, the scheme for refunding the cotton tax, is again before Congress, a member from Alabama having introduced a bill for that purpose. It is not pretended that the money was unlawfully collected, and nobody except lobbyists and people with itching palms profess to be able to assign a single reason why it ought to be repaid. Strangle it.

The Chicago *Inter-Ocean* of Wednesday says: "A decision regarding the rights of owners of alcoholic liquors was made yesterday by the Supreme Court of the United States. The decision will be greedily read just now." Goodness alive, man! Why don't you read your own paper? The decision in question was made weeks ago, and your telegraphic columns contained a liberal abstract of it at the time. You should get Rip Van Winkle to stir you up a bit.

The clear and explicit statements of Mr. H. B. Claflin, the great New York importing merchant, in vindication of existing Customs laws, appear to have created considerable stir in mercantile circles in that city; but he reasserts, to all inquirers, that his views are exactly those which have been published, and that he has nothing whatever to retract. Shakespeare has a saying about "galled jades" and "withers wring" that seems to fit pretty aptly somewhere in here.

The trans-Mississippi snow blockade is at length over. Passenger trains are now moving along the various railroad lines with little detention. The storm which continued with such violence for fifteen days previous, has entirely ceased, and no further interruption to traffic is anticipated. The blockade closed up the passes of the Sierras, and caused much detention to traffic. Snow had fallen almost continually since the 1st of December, and, on the 9th of the present month, was twenty feet deep.

The terribly tempestuous weather which has prevailed on the North Atlantic for the past few weeks appears to have extended much further South than was originally supposed, numbers of the steamers and sailing vessels arriving at Eastern ports from the West Indies and South America reporting unusually heavy weather on their homeward trips, accompanied by various northwest winds and violent squalls in latitudes where both are rarities. We respectfully call on that wonderful weather-erological authority, the New York *Herald*, to explain to us the philosophy of this phenomenal elemental visitation.

It is gratifying to know that the forthcoming report of the Committee on War Claims will *take decided ground* against paying for the damages done by the Confederate troops in the loyal States during the late war. The question arises on the claim of Ohio for property destroyed in the Morgan raid, but it is held by the committee that to pay this would establish a precedent by which the citizens of our own State, Maryland, Kentucky and Missouri could claim payment for all the property lost on account of the rebellion, and it is estimated by the chairman that $150,000 would not cover all the claims that would come under this head. It is to be hoped there may now be an end to this interminable subject.

In his speech at the funeral ceremonies of Senator Sumner, in Boston, the other day, Hon. R. H. Dana stated that the political "party of Freedom" was first organized in 1848, and that it was in the law chamber of Charles Sumner, in that city, that the anti-slavery cause, "passing out of the region of mere moral effort, shaped itself into a movement of practical politics." This is a mistake. Senator Sumner did not originate political action against slavery. As hard, if not harder, political work against the "peculiar institution" had been done before 1848 than was ever done after, and some of it by men who are still alive, as, for instance, John G. Whittier and Samuel E. Sewall. The Free Soil party of 1848 was as much the child of the Liberty party of 1840 and 1844, as the Republican party of the last fifteen years was the child of the Free Soil party.

The latest financial proposition is the establishment of a redeeming agency for the banks, joining the public credit to private fortunes, and embracing the operations of the Treasury and national banks under one redeeming authority, by taking the statements of the Treasury and the exhibit of the banks and directing the whole under one central head. The plan is to gather the gold into a common hoard and settle foreign balances in this way, instead of carting it from the mines to the ship's side. The control is to be delegated to three persons authorized by the banks, three from the business interests, and the Chairman of the Committee on Ways and Means of the House and of the Finance of the Senate, who shall form a corporate body to have succession for a term of seven years, charged with the duty of bringing national credit and private means to the specie standard. Such a scheme looks pretty enough on paper, but it is neither more nor less impracticable than a thousand other financial theories which have, from time to time, been promulgated—and forgotten.

A Valparaiso correspondent of the New York *Bulletin* calls the attention of our business men and manufacturers to the importance of being suitably represented at the Chilian exhibition, to be held at Santiago in 1875, and to the efforts now making by European countries to contend with us in those markets. Fourteen Spanish-speaking republics will be represented, and they expect the United States to do their duty, and prevent the Europeans from outstripping the New World at this great show. The matter is one of considerable importance. Without an exception the republics of Latin America have been doing well of late years. After getting exorbitant prices for their cotton while our war lasted they have seen nearly every article produced by them rise to comparatively high figure, more especially copper, hides, coffee, India rubber and the minor drugs. European countries are making greater efforts than ever to dispute with us the Spanish American markets; steamship line upon steamship line is established, in addition to the existing ones both from England and the Continent, and unless we make a creditable display at the exhibition they will probably put us down as indifferent to a valuable trade.

The New York *Graphic* improves the opportunity afforded by the launch of the mammoth steamship City of Peking, at Chester, the day before yesterday, to deliver an impressive lecture to the Gothamites concerning the stolid apathy with which they appear to witness the rapid growth of rival cities and the steady decline of the importance of that city. It says:

"Already our shipbuilding interest has vanished, and the fact that an immense iron steamer is to-day launched on the Delaware instead of the Hudson is due simply to the want of means in this city for bringing iron and coal directly to our shipyards. While our trade is thus driven away by the failure to furnish it with proper facilities, our population is nearly at a standstill because of our lack of means of rapid transit. It will not be long before our population will begin to diminish, and to follow trade and commerce to other cities."

This is a dismal picture; but the added testimony of the cautious New York *Bulletin* proves that it is not overdrawn. Remarking on the same interesting event, and on the transfer of the shipbuilding interest from the East River to the Delaware, the latter paper observes:

"The revolution in steamship building superseding iron for wooden hulls, had something to do with it, and so had the vexations and annoyances occasioned by trades union meddling; but these combined would never have been fatal to the business had we had the necessary facilities for adapting our resources to the changed condition of things."

It is quite evident that the more thoughtful and sagacious of the people of New York city are becoming thoroughly alarmed over the thickening indications of its departing commercial supremacy. But they quite mistake the cause; and moreover, New York's loss will be the country's gain.

COMMERCIAL CENTERS.

New York has hitherto calmly regarded herself as not only the commercial center of the nation, but as being so firmly enthroned as such as to be impregnable to assault. She has gloried in her fancied strength, and laid the flattering unction to her soul that the evil days would never come to her. She would sit enthroned as queen, and all other cities should do homage to her. Philadelphia was, in her eyes, a staid, slow, lethargic village, and Boston a prim and egotistic hamlet, living on old traditions and glorying in provincial littleness. No words of contempt were ever strong enough to express her feeling towards those places, and the idea that they were ever likely to become rivals was too ridiculous to be entertained.

Of late, however, a slight change has come over the spirit of her dream. Boston is growing more rapidly than New York; so are Philadelphia and Baltimore; and the current of the grain trade of the West seems to be taking a sheer away from New York towards Montreal. The figures which have heralded these unwelcome facts to New York eyes have been a revelation. The New York financier is beginning to ponder over them. That city is still the commercial center of the country; but how long is she to remain such? Daily developments indicate it cannot be long. She will always, it is to be supposed, remain a great and flourishing city; but she will not monopolize the business of the nation, as heretofore. For the following facts we are indebted to the Philadelphia *North American*:

"Eighteen years ago Montreal had but four steamships, and now she has fifty-two. Still later the Cunard Company announced their purpose of taking away from Boston the last foreign steamships, and now, through Boston energy, the foreign steamship business there is greater than ever. It is not long since Gotham was intensely amused at the idea that Philadelphia should have lines of steamships to Europe, and now we have a weekly line to Liverpool, and the first regular and permanent American line to Antwerp. Baltimore also has lines to Liverpool, Hamburg and Bremen, and New Orleans has a fleet of forty foreign steamships. Nor is this all. The domestic export trade to foreign ports is discussed in the same way. Montreal has grain elevators, with a capacity of thirty-five thousand bushels an hour. Boston is transacting an increasing trade in the shipment of Western grain to England, and New York is alarmed at the prospect held out by the opening of the Hoosac tunnel. In Philadelphia an export trade in grain increases steadily and largely, and we have made inroads upon the export trade in provisions, and have long divided the petroleum trade with New York. New Orleans, Charleston, Savannah and Norfolk have again become the great exporters of cotton. San Francisco is rising in foreign commerce so fast that she already takes high rank.

"New York thinks that these results have been reached mainly through her own neglect to improve her natural advantages, which, to a certain extent, is true. But the concentration of foreign and domestic commerce at New York was unnatural and opposed to all the interests of a country so vast in extent as ours. It did not arise from any natural disposition of our own people in favor of such monopoly, but from the distinctively foreign character of New York, the European elements gathering there having always been accustomed to similar monopolies in the old world. In all ages foreign commerce has been prone to establish just such emporiums, and just as prone to leave them after a time as monuments of the shifting and uncertain currents of human affairs."

The change which is going on in this respect, and which has justly excited the alarm of the metropolis, is not to be regretted. New York has never shown herself worthy of her preeminence. She has never been able to rise to the dignity of her position, or to act in a truly metropolitan spirit. She has been badly governed as a city, and her commercial code of morals has been as low as her political standard. As a monetary center, she has been a mere mart for reckless gamblers, stock jobbers and speculators, and drew the money of the nation into the vortex of her financial whirlpool only to cast it out again on the shore like the pieces of a shattered wreck. From the depths of her large experience she has not been able to evolve either wisdom or prudence to guide the nation of which she claims to be the commercial head. She has been unequal to her unexampled opportunities, and having debauched and misled the nation she should have guided, is now she should be dethroned from an eminence for which she never was fit. Trade has instincts, and they are asserting themselves. The dispersion of traffic to other centers is as natural as it is desirable.

As a matter of course, this dispersion will be slow and gradual, but it will be sure and certain. That it has set in is unmistakable. New York realizes it, and will soon be rushing around frantically to prevent it. But to no end. The legitimate laws of trade will enforce themselves, and the commercial prosperity of the United States demands that there should be a dozen commercial centers instead of one. Therefore, hail to the re-awakened growth of Portland and Boston, Philadelphia and Baltimore, Savannah, Charleston and New Orleans. Better that they should all thrive than that they should be stinted and kept under to pamper one great center, overshadowing and corrupt in its influences.

In the new distribution of commercial vigor, Pennsylvania must come in for a large share. The interests in Philadelphia must stimulate growth throughout the State. Our people have never yet realized the extent of the inherent wealth of the State, nor the capacities for growth she possesses. We never want to see Philadelphia occupy the place of New York as the solitary commercial center of a great nation; but we do want to see her get her proper share of the national commerce, and be the worthy metropolis of a State that is destined soon to occupy the first place in the rank of American Commonwealths.

Monopolies in commerce are impossible in a republic, in the long run. Dispersion instead of concentration is the true rule of national prosperity. The cotton export trade belongs of right to the Southern ports, and not to New York; and the breadstuffs and provisions of the teeming West, naturally seek a dozen outlets to the seaboard. It has been possible, hitherto, to confine them unnaturally to one, but it is not possible any longer. New Orleans is the natural outlet of the Southwest, and Philadelphia and Baltimore on the South, and Portland and Boston, on the North, are the natural markets of the West. The brisk competition of a dozen cities for this traffic, is far better for the producers than the stagnation of a monopoly; and the whole country is bound to prosper and go ahead when trade is diffused to all its parts, and capital is kept legitimately employed, instead of being swallowed up in stock gambling and commercial speculation.

THE PRINCE'S PROSPECTS.

Speculation concerning the probable course or issue of political events in France is a very uncertain and unprofitable exercise. It is however, hardly speculation, but mere fact that the prospects of the Bonapartist party are considerably brighter at present than they have been at any time before since the overthrow of the empire. MacMahon's rule for seven years, the *septennat*, as they call it in France, may, we suppose, be regarded as fully assured for the period specified, if the incumbent should live so long. The President, fully convinced that, as parties are constituted, no one of the royal pretenders could mount the throne without exciting a civil war, sets himself firmly against them all; he has declared that he is the first constitutional chief of the republic and will defend his power against all comers during the term of his appointment. Both the adherents of the Comte Chambord and the Orleanists are impatient of a government which they regard as merely provisional, and are eagerly working in favor of their respective candidates. Unfortunately for their schemes both candidates seem to be steadily losing instead of gaining in popularity. Time is precious to each of them, as their friends perceive more clearly every day that they cannot afford to wait. On the other hand, the party of the young Prince Imperial, who attained his "dynastic majority" on Tuesday, feel no impatience. In reference to the celebration of the Prince's birthday, the Duke of Padoue, a prominent leader of the party, was careful to say that the "manifestation" at Chiselhurst would be a "testimony of gratitude for the past and of confidence in the future, and no indication of impatience with present." In the name of the Prince his adherents regarding the rule of MacMahon as "a simple truce, cheerfully accept it." "It is," they say, "a temporary power, of which various and unlooked for events may abridge the duration: its force is so limited as to be almost ephemeral, but to sustain, not combat it, is the interest of the imperialist party."

Though refusing to recognize any of the candidates for royalty, and much more to make way for any of them, the government of MacMahon is evidently pursuing the policy most likely to result in the restoration of the empire. It is doing all it can do to get rid of whatever popular elements it may ever have possessed, and in this transforming process the President and the majority of the national Assembly co-operate with entire harmony, however, they may differ in other respects. A long stride in the direction of despotism was taken when the people of all the cities and communes were deprived of all voice in the selection of their Mayors. That influential office is everywhere now completely under the control of the government, and is of course filled by men willing to do its bidding. Still more important consequences are involved in the adoption of the new electoral law, abolishing universal suffrage and placing the entire voting power of the country in the hands of a small proportion of the people. These are only steps toward the consummation at which they aim, the constitution of a government of a truly conservative character, ready and able to maintain "moral order."

How devoted the President and his ministry are to the cause of conservatism was made sufficiently apparent, a few days ago, in the affair of the *Figaro* newspapers. This journal had advised MacMahon to try the virtue of a *coup d'etat* as a method of delivering himself from the embarrassments with which his opponents were troubling him. To the men of the Left this seemed about as gross an offense as a newspaper could be guilty of, and when M. Christophe in the Assembly demanded why the *Figaro* was tolerated, while a leading republican journal was suppressed, M. de Broglie answered that there was a great difference between the papers referred to, that the *Figaro* was staunchly conservative in its politics and promptly apologized for the imprudent things it might sometimes contain. By a vote of 388 to 311 the Assembly sanctioned the act of the ministry in the premises. The criticism which led to the suppression of the republican paper, was moderate and proper in every sense, but was held to be subversive of order, because the paper was friendly to a republican form; while the *Figaro* even when recommending the violent assumption of power was deemed safe, because it supports the actual government. A government which thinks and acts in that way cannot, in the nature of things, subsist very long in the present age of the world, even in France. Persisted in such measures seem likely enough to prepare the way at the expiration of the *septennat*, if not sooner, for the alternative on which the Bonapartists found their hopes—either a republic in the true sense of the term, or the empire. One of these forms is impossible, at least believed to be so by the comfortable classes, without entailing the destruction of civilization, and they would eagerly accept the empire rather than try the experiment. Failing to establish a republic after their mind, the democrats would take the empire as their next choice, the empire with universal suffrage, glorified as "authority made democratic and as the revolution crowned." Already vast numbers of the workmen are said to long for the empire again, and old officials of the empire, all through the provinces, indeed everywhere in the service of the MacMahon government, are helping to prepare the way for the restoration of the good old times. Certainly, the young Prince's prospects are by no means gloomy.

Evils work out their own cure, and there are indications that the plea of insanity in cases of murder, a plea outrageously abused in some American courts for some time, will in future be restricted within the limits prescribed by reason, justice and the interest of society. At the trial of King in New York, last week, for the murder of O'Neill, the plea of insanity was urged by counsel with the utmost earnestness and ingenuity. Some readers will recollect that King shot O'Neill dead with a revolver on the stairway leading into the street from the court room, in which a judge had just been engaged in investigating certain domestic difficulties of the parties, difficulties in which jealousy had played an important part. In defense of the murderer, that is, in evidence of his insanity, it was alleged that his father and two other relatives had been subject to epileptic attacks, and that King himself had occasionally suffered in the same way. Physicians testified as experts that frequently recurring attacks of that disease have the effect of disturbing the reason. It was farther in evidence that King had often been known to conduct himself in a violent and irrational manner, and, in particular, that his naturally choleric disposition was liable, on very slight occasions, to become so inflamed with passion as to be incapable of self-restraint. In reference to all these statements the judge instructed the jury that they were bound to take account of insanity as an attendant circumstance of the deed only if it were established that, at the moment of its perpetration, the actor was capable of comprehending neither the moral evil nor the nature of the crime. This certainly seems to be the rational and safe view of the subject. Unconsciousness or defective consciousness of the causative connection between the deed and its consequences is the only generally intelligible criterion of madness in such cases. Admit that any other may be applied with justice, and it is impossible to assign any limits to the legal and metaphysical sophistication that may be practised to shield crime from punishment. Doubtless, the man who, burning with a sense of injury or insult, takes the law into his own hands and kills the object of his resentment, does not consider the true nature of his deed. Anger, as Horace says, is *brevis furor*, a fit of madness, whether the cause be a mere affront or a deeper wrong. But in neither case does the angry man cease to be conscious of the character of his act, or of the penalty he incurs. He is not insane in the medical sense of the word, and while the excitement under which he acts, the "human infirmity" recognized by the common law, may, in some cases, be a mitigating circumstance, it is mere error and confusion to call it madness.

Dr. Ludwig Buechner who last year visited this country delivering lectures before such German audiences as desired to hear him, has lately delivered a course of lectures in Berlin. Dr. Buechner is richly endowed with the "courage of his opinions," if, considering the nature of some of his opinions, one should not rather declare the quality or impudence the quality which enables him to proclaim them with unfailing complacency. His peculiar apostleship is, however, one of the moral and intellectual phenomena of the time and is therefore, in some sense, interesting. Though German savans of even the most liberal type scoff at Buechner's scientific pretensions, which are quite portentous, he unquestionably possesses admirable skill in popularizing the results of scientific investigation, and his published lectures on Darwinism form the most intelligible exposition of the subject. But he derfromives Darwinism several conclusions which Darwin would not recognize, and more clearly than any other expounder of recent physiological speculations he indicates the moral and social consequences which *may* be their result. Among his countrymen in the United States Buechner does not seem to have met with much success. In the East, in New York and Brooklyn, his lectures give great offense to many, though of course they had some admirers. In the West, in St. Louis, Chicago, etc., he was more favorably received, but there also, even among the "most advanced thinkers," as they call themselves, there were not a few unprepared to accept the Buechnerian philosophy. It was therefore as unfair as it was impolite for the Berlinese to say of Buechner's recent lectures in their capital that they were better suited for the backwoodsmen and pig-breeders of Chicago than for a cultured German public." How shocking! Thus spake, it seems, the German journals of all political colors, showing that party prejudice had nothing to do with the judgment. The lecturer closed his last discourse with the words of Schiller—*Eng ist die Welt, doch das Gehirn ist weit*—words which one journalist thought *for once* might be interpreted to mean, that "Sometimes in a skull apparently broad a very narrow and contracted philosophy may dwell." Is any wonder that Buechner got into a rage with the "newspaper bandits" and made himself a laughing-stock by denouncing them?

The New York *Herald* has been looking into the manner in which the money contributed to the various charitable institutions of that city is expended. It publishes a full exhibit of such institutions, with detailed statements of their annual expenditures for relief, and the annual cost of such expenditures in the shape of salaries, from which it appears that of $2,707,011, received last year, $745,166 were disbursed in wages to officers, &c. Some of the institutions are very economically administered, and the money distributed by the managers in such manner that all or nearly all reaches the classes for which it is intended, but a large number squander more than one-half of the yearly disbursements upon their agents and employees. One of these—the "American Seamen's Friend Society"—last year expended the sum of fifty-six dollars and forty-three cents for relief, and forty-two thousand three hundred and five dollars for salaries. It is not difficult to see that these gentlemen who live on salaries segregating that amount, could not do much for "poor Jack" with the shameful pittance they disbursed in one year. The money donated by the city to these institutions during the past three years, amounted to $390,650—which was entirely eaten up in half a year's salary of their officers. It is certainly a disgrace to that city that every dollar given by the authorities each year, and a large part of that contributed by private individuals in addition, should be diverted from the channels in which it was intended by the donors to flow, in so extravagant and prodigal a manner.

GENERAL AND PARTICULAR.

LET US LOVE.

Love, let us love! What have we else to do?
Who cannot count one hour of life to come;
Who only know the present to be true,
The voice that now we hear to be not dumb;
To whom, as on a barren beach we stand,
The past and future are the tide-whelmed sand.

Love, let us love! For love and life and death—
What else?—we know are real; and as we must
By nature's force both hold and yield our breath,
So let us take, not forced, but as in trust,
Upon ourselves the third reality,
And love so long as love, life, death shall be.

The song of the ladies' temperance bands—
"Going thro' the rye."

He has come—that mild-eyed Italiano with his soul-stirring hand organ.

"Hog product in tin cans for European consumption" is a new industry in Cincinnati.

The new ten cent stamp does not seem to find much favor with the mercantile community.

The wholesale liquor trade of Cleveland has fallen off fifty per cent., under the influence of the crusaders.

The Chicago ladies should organize a praying band, and systematically open out on the tainted meat men.

An effort is now being made in California to acclimatize kangaroos, with a view of preserving them for hunting.

Several towns in Maine, also, have this spring elected ladies as members of Superintending School Committees.

Victor Hugo's new novel, "Ninety-Three," will come out simultaneously in ten languages, of which the German is *not* one.

The Worcester *Spy* thinks that for prisons for females there should be "woman matrons." Is it acquainted with any other variety?

The Governor of Connecticut has appointed Friday, April 3, as a day of fasting and prayer. The State election occurs on Monday, 6th.

The whole revenue from domestic spirits last year was $46,724,062 48; from imports of spirits, $8,714,400; making in all, $58,439,062 48.

Things have never been right about that New York Custom House since the *Tribune* ceased to control its appointments. How sad.

Iowa has now an even hundred counties, a new one having been lately created, and named in honor of General Belknap, the Secretary of War.

An immense quantity of lead is said to exist in the immediate vicinity of Sherman, Texas. The ore that has been taken out is of eighty-six per cent. purity.

Whispers are heard of still another humorous weekly, to which Mark Twain, Charles Dudley Warner and Bret Harte are named as potential contributors.

Boston claims that, if adequate terminal facilities were provided, it might have four steamers running to and from Liverpool, every week, instead of two, as proposed.

The names of seven distinguished clergymen of New York, all followed by D. D., are again running in full blast, and employing some two hundred and fifty hands. The senior member of the firm, W. D. Wood, Esq., by his untiring efforts, both with brains and the lavish expenditure of money, has at last succeeded in perfecting a method by which he manufactures planished sheet iron, has taken out letters-patent for his process, which is considered, by those competent to judge, the *ne plus ultra* in the line of sheet iron manufacture. The greatest object of a large number of iron manufacturers has been to imitate the Russia article, and to accomplish that end a vast amount of capital has been expended. Mr. Wood had long ago succeeded in making a pretty good imitation, both in quality and appearance; but he was not satisfied, and with unyielding pertinacity and perseverance he continued to experiment, until at last he is producing an article which is considered fully equal in appearance to the best Russian imported article and far superior to it in pliability and adaptability to all purposes of the trade. It also has the much admired dapple.

The "tidal wave" of the temperance crusade has reached our town at last. The largest indoor meeting which was ever held in this borough was convened in the First Presbyterian church on Sunday evening last. The large audience room was filled to repletion before seven o'clock, and before the hour of commencement the spacious lecture room was also filled to overflowing, which made it necessary to divide the speakers, and two of them went to the room below and made short addresses, while two addressed the multitude up stairs. Only one of them touched the present movement, and that very gingerly; while none of the others said *woman* once, but satisfied themselves with a rehearsal of the stale, old platitudes that have been the burden of the arguments of temperance orators from the commencement of the temperance cause. A well attended temperance prayer meeting was held this (Monday) evening in the Baptist church. I would not pretend to predict what the end of this is going to be; but this I can say, that it is high time that something should be done to put a stop to the multiplying of rum shops in our town. We have a population of some thirty-five hundred or four thousand, all told; and would it be credited that we have in our midst forty-five places where the devil-dealing and poverty-producing compound is dealt out, and several others preparing to go into the infernal traffic, regardless of the degradation and misery which they entail on such a large portion of their fellow men.? Occasional.

FROM ALLIANCE, O.

A New Railroad Project—The Lake Erie, Alliance and Wheeling Railroad—Rich Coal Fields.

Special Correspondence of the Pittsburgh Commercial.

Alliance, O., March 17, 1874.

Aside from the great temperance wave, which is now sweeping over us, there is a growing interest among our citizens in the new railroad enterprise; and as the permanent growth and prosperity of a town depends in a great measure upon judicious and well directed enterprises, attention has been directed to the new railroad project as something perfectly possible and practical, which, if consummated, will place Alliance where she properly belongs—the foremost city in Northern Ohio.

Depending as we do largely on manufacturing interests in order to increase, foster and protect these two important elements, are essential, first, cheap transportation, and second, abundance of coal. These essentials are already within our grasp; but to further add to our already great facilities for the purpose of attracting manufacturers and capitalists, some of our citizens have conceived the idea of the necessity of another line of railroad extending to the lake on the north, and reaching on the south the rich coal fields of the Connotton valley. Accordingly, a certificate was filed yesterday, creating the Lake Erie, Alliance and Wheeling Railroad Company, authorizing the construction of a railroad from Bridgeport to Painesville. Active operations have been already commenced toward the permanent organization of the company, and a deep interest is manifested in the building of the road along almost the entire line; and the indications now are that it can be put under contract by the first of July next.

In order to make this a *paying* road, it is proposed to make it a narrow gauge, thus reducing the cost of construction and running expenses to less than one-half that of an ordinary gauge.

The Painesville and Youngstown Narrow Gauge is already in successful operation, running cars to Middlefield, Geauga county; and the entire line of that road will be completed early this spring. The Lake Erie, Alliance and Wheeling Railroad will probably form a junction with this road at some point north of Warren, thus having a continuous line to the lakes. The practicability of narrow gauges is not theoretical, as there are many lines in operation both in this country and Europe, and, unlike the wider gauges, all of them pay their stockholders handsome dividends; and so popular have they become that the most eminent engineers of the world have decided that for the carrying of freight the narrow gauge is the most practical.

This road will penetrate the richest mineral region in Ohio, with the single exception, perhaps, of the Hocking coal field, where block coal is found *eleven feet* in thickness. This, however, can be reached by a branch road from this line not more than sixty miles in length. South of Alliance coal is found in abundance along the entire line to Cannonsburg, where it is *six feet* in thickness, and of the very best quality for manufacturing purposes. Iron ore is also found of the kidney and black band varieties, which has been already tested, and if reached by a railroad will be found valuable in the manufacture of iron.

There are several valuable veins of coal at this point, some of which are already successfully mined. Alliance being almost in the center of the northern portion of the great coal basin of Ohio, it is the opinion of many, concurred in by our State Geologist, Professor Newberry, that the Youngstown block coal may be found here; and in testimony of this, coal has been found by shafting *four feet* in thickness, immediately north of town, which is said to have all the properties of block or furnace coal.

At Palmyra, fourteen miles north of Alliance, block coal is found, and successfully mined and hauled in wagons to the Cleveland and Pittsburgh Railroad for shipment to Cleveland. This point will be on the line of the proposed road. The only wonder is that this route had not been discovered and a railroad built over it years ago.

Owing to the rich coal fields and beds of ore, and in addition to the fertile country, intersected by no other line of railway, this project is attracting attention as no wild and visionary scheme, but as the most truly valuable railroad enterprise which is now submitted to the people, and soon the early construction of the Lake Erie, Alliance and Wheeling Railroad will be a certainty.

Phenix.

PERSONAL.

Among the many rare and curious things owned by Mr. Sumner was the wig Lord Brougham wore when he was Lord Chancellor of England, who gave it to the Senator.

William B. Ogden, the first Mayor of Chicago, and who for a long time was of its boasted millionaires, is figuring in New York as the defendant in a suit for heavy damages.

Hon. Frank P. Blair continues to improve in his recovery from his recent illness. His advanced years (being now eighty-three), naturally preclude very speedy restoration. Two weeks ago Mr. Blair rode fifteen miles and walked one mile, taking a severe cold, which resulted in his late illness.

This is how the Chicago *Times* puts it: "Forney is an editor who permits no occasion of thrusting his personality into print to pass unimproved. In an editorial on Sumner, the Philadelphia *Press* says: 'We too have lost a loss—Charles Sumner was our friend, and to us, as he was to all who knew him, faithful and just.'

If you want to live to a green old age, get yourself elected President of the United States. Washington died at 67, John Adams at 91, Jefferson at 83, Madison at 85, Monroe at 72, John Quincy Adams at 81, Jackson at 78, Van Buren at 80, Harrison at 68, Tyler at 72, Polk at 53, Taylor at 65, Fillmore at 74, Pierce at 67, and Buchanan at 77.

Sir L. Lorraine, who recently commanded the British frigate Niobe, and by whose active intervention the lives of many of the Virginius prisoners were saved from massacre at Santiago, has arrived in New York. The Army and Navy Club proposes to give him a formal reception, as some acknowledgment of his services in protecting American citizens.

Mrs. Moxon, Charles Lamb's adopted daughter, of whom Elia's letters so often speak affectionately, is now living in poverty in London. She was married to Moxon, the poet and publisher, who died in 1858, leaving her and family solely dependent upon his business. Misfortunes have met her since almost continually. Tennyson has headed a subscription for her benefit.

The Colorado Legislature has adjourned. A cosmopolitan body composed it. The engrossing clerk was a woman, who performed her part satisfactorily to all. New Mexico, Prussia, Germany, Scotland, Canada, were represented, as were also the States of New York, Pennsylvania, Maryland, Tennessee, Kentucky, Vermont, Ohio, New Hampshire, Missouri, Wisconsin and Delaware.

The references recently make to Mr. Sumner's Eulogy on Lincoln recall the fact that several other notable orations on deceased Presidents have been delivered in Boston. Fisher Ames pronounced that service there on Washington; Daniel Webster on Adams and Jefferson; John Quincy Adams on Madison and Monroe; Edward Everett on the younger Adams; Pliny Merrick on Jackson; Rufus Choate on Harrison; Levi Woodbury on Polk; and Josiah Quincy on Taylor.

A daughter of the once famous Dr. Darwin, philosopher and author of the Botanical Garden, died lately in London in her ninety-first year. Her father was a prominent member of the well-known "Lunar Society," so called because of the day of meeting, that of the full moon, to enable the visitors to see their way the more clearly home in the evening. Among its members were Watt and Boulton, of steam-engine celebrity, Wedgwood, the father of British pottery, Priestly, the chemist, and very many others of little less note. The lady just deceased had made one in her youth for all these celebrities, and her memory of the past remained wonderfully clear. Her own grandmother, with whom she lived as a girl on most affectionate terms, was born in the very year that Queen Anne died.

The Stomach's Revenge.

The stomach cannot be maltreated with impunity. Overload it with food, irritate it with fiery liquors, impair its activity or vitiate its juices by any outrage on the laws of health, and it revenges itself through the liver, the bowels, the kidneys, the brain or the nervous system, and sometimes through all these organs simultaneously, or in succession. There is scarcely any variety of misery or mental pain or discomfort which it does not inflict upon those who abuse and overtask its powers. Under these circumstances there is but one medicine to which the sufferer can resort to with the certainty of obtaining immediate and permanent relief. The most wholesome and genial of all stomachics and correctives, Hostetter's Stomach Bitters, produces an immediate and most beneficent change in the condition of the patient. The whole digestive system is at once invigorated and soothed, the liver regulated and toned, the bowels relieved of all obstructions, the spirits cheered, and the relaxed nerves strengthened and steadied.

FROM McKEESPORT, PA.

The Advantages of the Town as a Manufacturing Center—The Tube Works—New Rolling Mill Projected—Process for Making Imitation Russia Sheet Iron—Temperance Meetings.

Special Correspondence of the Pittsburgh Commercial.

McKeesport, March 17, 1874.

The dormant state which has characterized the business and industry of this town during the past winter, in consequence of the panic, I am happy to say, is beginning to wear off, and the usual din and hum of active trade is again tingling the ear and gladdening the visions of the inhabitants. As a consequence, our business men are taking a hopeful view of future prospects.

The situation of the town is one of the most advantageous and convenient for manufacturing purposes to be found. Here we have a navigable river, with splendid moorings extending the whole length of the borough—altogether some two miles in length—on one side, and right through the center of the place the Pittsburgh, Washington and Baltimore Railroad traverses, rendering the space between it and the river the most desirable and favorable for rolling mills, blast furnaces, and manufacturing establishments that require large space.

The very best of fuel for manufacturing purposes in the world is to be found at our very doors, and the facilities for transport to every point of the compass cannot be excelled. The establishments now in operation here have rail and river accommodations attainable by but few works in and around Pittsburgh or elsewhere; yet with all these unequaled advantages, capitalists have for some cause kept away from us, and located and invested their means in far less favorable localities. Of late, however, a change has taken place. Some two years ago a company of gentlemen visited our borough to view some of our manufacturing sites. These parties had been examining several sites which were offered to them in different parts of the country before coming here; but no place which they had visited offered such admirable facilities as our town did, therefore they concluded to build here, and to-day there is one of the most extensive and complete tube works that there is in the whole country. And now again, we have every reason to believe that in a very short time there will be another extensive rolling mill erected here by a joint stock company. In the Second ward, at the head of Market street, there is a tract of land of some twenty-five acres, belonging to a Mr. McClain, of Pittsburgh. This gentleman has shown a liberality quite unusual in these days, as he has offered all the ground necessary to build an extensive mill at a nominal price, and has also promised to take considerable stock, provided that the citizens of the place will take enough to show that they feel an interest in the concern, and will use their influence and endeavor to make the enterprise a success. Strenuous efforts are being made to raise the requisite amount of stock. The citizens have already held two well attended meetings; at both quite a lively interest was manifested; and it is confidently expected that ere another month passes ground will be broken and the work of erecting the necessary buildings commenced.

The rolling mills of W. D. Wood & Co. are again running in full blast, and employing some two hundred and fifty hands. The senior member of the firm, W. D. Wood, Esq., by his untiring efforts, both with brains and the lavish expenditure of money, has at last succeeded in perfecting a method by which he manufactures planished sheet iron, has taken out letters-patent for his process, which is considered, by those competent to judge, the *ne plus ultra* in the line of sheet iron manufacture. The greatest object of a large number of iron manufacturers has been to imitate the Russia article, and to accomplish that end a vast amount of capital has been expended. Mr. Wood had long ago succeeded in making a pretty good imitation, both in quality and appearance; but he was not satisfied, and with unyielding pertinacity and perseverance he continued to experiment, until at last he is producing an article which is considered fully equal in appearance to the best Russian imported article and far superior to it in pliability and adaptability to all purposes of the trade. It also has the much admired dapple.

The "tidal wave" of the temperance crusade has reached our town at last. The largest indoor meeting which was ever held in this borough was convened in the First Presbyterian church on Sunday evening last. The large audience room was filled to repletion before seven o'clock, and before the hour of commencement the spacious lecture room was also filled to overflowing, which made it necessary to divide the speakers, and two of them went to the room below and made short addresses, while two addressed the multitude up stairs. Only one of them touched the present movement, and that very gingerly; while none of the others said *woman* once, but satisfied themselves with a rehearsal of the stale, old platitudes that have been the burden of the arguments of temperance orators from the commencement of the temperance cause. A well attended temperance prayer meeting was held this (Monday) evening in the Baptist church. I would not pretend to predict what the end of this is going to be; but this I can say, that it is high time that something should be done to put a stop to the multiplying of rum shops in our town. We have a population of some thirty-five hundred or four thousand, all told; and would it be credited that we have in our midst forty-five places where the devil-dealing and poverty-producing compound is dealt out, and several others preparing to go into the infernal traffic, regardless of the degradation and misery which they entail on such a large portion of their fellow men.? Occasional.

FROM ALLIANCE, O.

A New Railroad Project—The Lake Erie, Alliance and Wheeling Railroad—Rich Coal Fields.

Special Correspondence of the Pittsburgh Commercial.

Alliance, O., March 17, 1874.

Aside from the great temperance wave, which is now sweeping over us, there is a growing interest among our citizens in the new railroad enterprise; and as the permanent growth and prosperity of a town depends in a great measure upon judicious and well directed enterprises, attention has been directed to the new railroad project as something perfectly possible and practical, which, if consummated, will place Alliance where she properly belongs—the foremost city in Northern Ohio.

Depending as we do largely on manufacturing interests in order to increase, foster and protect these two important elements, are essential, first, cheap transportation, and second, abundance of coal. These essentials are already within our grasp; but to further add to our already great facilities for the purpose of attracting manufacturers and capitalists, some of our citizens have conceived the idea of the necessity of another line of railroad extending to the lake on the north, and reaching on the south the rich coal fields of the Connotton valley. Accordingly, a certificate was filed yesterday, creating the Lake Erie, Alliance and Wheeling Railroad Company, authorizing the construction of a railroad from Bridgeport to Painesville. Active operations have been already commenced toward the perm

FINANCE AND TRADE.

THURSDAY EVENING, March 19, 1874.

The money market is dull and stagnant. The wants of trade at the present time are entirely insufficient to employ all the idle funds in the hands of the banks and with a general indisposition to start any new enterprises or enlarge the scale of operation in old ones, the bankers and lenders generally are now obliged to do considerable financiering to get profitable and safe employment for their spare funds, while borrowers in good standing can almost sit still and wait until it is off-red to them, making their own terms. Rates remain easy and are scarcely a matter of contention.

The banks are glad to loan on call at six or seven per cent., and on good collateral at eight and nine. Commercial paper of approved names finds ready sale at nine to ten—although there is more or less doing at higher rates. Exchange on the East is plenty, selling between the banks at 75 cents per thousand discount, although the banks do not care to draw out balances which are paying them four per cent., to put it in their vaults to be entirely idle.

—The stock market moves in a coquetish manner relying and receding with as little show of reason as the changing fancies of a girl.

Pacific Mail shows considerable strength, and was brought into prominence by the launching of the first of the new fleet of iron steamers, the "City of Peking," which is to be followed by five more of the same build. When this is accomplished it is hoped some of the pristine vigor that once characterized the country will again be felt.

—United States bonds, under the combined influence of strong gold and a sharp home and foreign demand, aided by a scarcity of available floating stock, were strong and higher to-day, and close on the basis of 119¾ for 1867s. There is nothing special to note in Southern State bonds where all securities are so dull. Tennessees, old and new issues, close at 90¾ bid after a few sales at that figure, the 6s coupon series closing at 70¼@70¾. Virginias were neglected, old offering at 40, and consols closing at 50¾@51. Old North Carolinas left off at 28 to 31, special tax offering at 9¼. The South Carolinas are same as last quoted. Missouri plain bonds close at 91 (sales)@94¾, and St. Joseph issue, 91¼@92¼. Railroad bonds were dull and firm, Central Pacifics closing 94¼@95; Westerns, 87¼ bid: Union firsts, 84¾ bid; Land Grants, 72¾@82¾, and Incomes, 79¾@79¾.

—The following table, showing the precise value of paper in gold, with the latter at various points of premium, may be of interest to many:

Gold at	Treasury Notes Worth
10 per cent	90 10-11c.
20 per cent	83 1-3c.
30 per cent	76 12 13c.
40 per cent	71 2-7c.
50 per cent	66 2-3c.
60 per cent	62 1-2c.
70 per cent	58 14-17c.
80 per cent	55 5-9c.
90 per cent	52 12-19c.
100 per cent	50c.

The accuracy of the above figures can be tested by simply adding to them that per cent. of each designated in the rate of premium.

—Our thanks are due to the Board of Railroad Commissioners of Massachusetts for a copy of their fifth annual report for the year ending September 30th, 1873. As Hon. Charles Francis Adams, Jr., the Chairman of the Board, is a well known advocate of State control of railroads, we are not surprised to see the report unctured with his views, though we must say that the statements of facts and figures are made with a quiet dignity which we seldom meet with on the part of political advocates of the government control of railroads. We would like to quote (pages 16, 17) his outspoken condemnation of "stock watering," by even when issued under the plea of "these profits were earned."

The report is largely devoted to an historical discussion of the State ownership of railroads and the result of the examination of railroads, their length, track, rolling stock, carrying trade and earnings, as well as tabulated statements of accidents in the State and country at large. The reports show that the increase in railroad building in the State has kept exact pace with the population and has now reached a mile for every four and a half miles of territory, for each 60 inhabitants making returns twenty-eight pay dividends averaging at 5.14 per cent. on the capital. The amount invested is $ 87,699,783, represented by $115,406,883 of stock, $36,096,874 of debt, and $5,596,076 of surplus. The capital stock is owned by 32,921 persons, in average amounts of $3,506, and three-fourths controlling 59 per cent. of the stock, reside in the State. The average cost per mile is found to be $67,676 for road-bed and equipment.

The total earnings are $34,000,502, an increase of $4,061,984 78 over last year, on 311 more miles of road. Passengers yielded $9,484,213, and freight $21,072,624 of this increase. While the gross earnings constitute 22 per cent. on the gross investment, the increased earnings are but 9 per cent. of increase, and the difference between the net earnings of the two succeeding years shows a profit of but 4 per cent. on the increased outlay. The gross receipts 49 per cent. are from freights and 47 from passengers; while the latter has increased 15 per cent., the former show an annual increase of only 7 per cent., and in nineteen roads the receipts from passenger traffic are larger. The average cost of running a train one mile is $1 26, and its average gross income, $1 74. The dead weight carried average 1.70 tons per passenger and 2.9 tons per each ton of freight.

—The following table shows the prices of gold, government bonds, railway stocks, etc., at the various sessions of the New York Stock Exchange, during the day. Furnished by Luther S. Kauffman, broker, 96 Fourth avenue:

March 19, 1874.	10:30 A.M.	11:30 A.M.	12:30 P.M.	1:30 P.M.	2:30 P.M.	3:30 P.M.
Gold	113	111¾	111½	111¾	111¾	111¾
U. S. 6s, 1881	119¾		119¾		119¾	
U. S. 6s, 1881 coupon	120		120		120	
5-20's, 1865	119¼		119¼		119¼	
5-20's, 1865, coupon	119		119		119¼	
5-20's, 1867	118¾		118¾		118¾	
5-20's, 1867, coupon	118¾		118¾		118¾	
5-20's, 1868	118¾		118¾		118¾	
5-20's, 1868, coupon	118¾		118¾		118¾	
10-40's, coupon	114		114		114¼	
Currency 6's	114¾		114¾		114¾	
New 6 per cents	114¾		114¾		114¾	
Canton	77		77		77	
Western Union Telegraph	77¾	77¾	77¾	77¾	77¾	77
C. C. & I. C	21¾	21¾	21¾	21¾	21¾	21¾
Quicksilver	30		30		30	
Pacific Mail	44¾	44¾	44¾	44¾	44¾	44¾
Adams Express	70		70		70	
Wells Fargo Express	71½		71½		71½	
Ann Arbor Express	71		71		71	
United States Express	71¾		71¾		71¾	
New York Central	93¾		93¾		93¾	
Erie	44	44	44	44	44	43¾
Michigan Central						118½
Michigan Southern	78¾	78¾	78¾	78¾	78¾	78¾
Illinois Central	87½		87½		87½	
Cleveland & Pittsburgh	94¾		94¾		94¾	
Chicago & Northwestern	24¾	24¾	24¾	24¾	24¾	24¾
Do Preferred	56½		56½		56½	
Rock Island	103¾		103¾		103¾	103¾
St. Paul	43¾	43¾	43¾	43¾	43¾	43¾
Do Preferred	67		67		67	
Wabash	25		25		25	
A. and P. Preferred	44¾	44¾	44		44	
Fort Wayne	94		94		94	
Ohio and Mississippi	28¾	28¾	28¾	28¾	28¾	28¾
Union Pacific	34¾	34¾	34¾	34¾	34¾	34¾
Chicago and Alton	103¾		103¾		103¾	
Panama	95½		95½		95½	
B., H. & E.	20		20		20	
Hartford	122¾		122¾		122¾	122¾
Terre Haute						
Tennessee State coupons	91¾		91¾		91¾	
Do new	92		92		91¾	
South Carolina, April					9	
Do July	8		8		9	
Missouri 6s	91		94		94	

—Robinson & Co., bankers, Fourth avenue, furnish the following report of active stocks at the Philadelphia Board:

Penna. R. R.	52
Penna. Scrip	98¾
Reading	57¾
United Co.'s New Jersey	93
Oil Creek	17¾
Lehigh Valley	61
A. V. R. R. 7-30s	90
Central Transportation	44¾
Empire Transportation	52
Pittsburgh, Cincinnati and St. Louis 7-30s	98¾

PRODUCE AND GENERAL MARKET.

OFFICE OF THE DAILY COMMERCIAL,
THURSDAY, March 19, 1874.

REMARKS.—The weather continues warm and spring like, with occasional showers of rain. The rivers are in fine boating order, and the wharves to day presented an animated appearance.

The little "supplementaries" between rival Liberty street coffee roasters still continues. Roasted coffees can still be had at the rates given in yesterday's COMMERCIAL—28c per pound. We had expected to chronicle a still further decline to-day, but the prime movers have asked for a few hours truce for the purpose, we suppose, to count the loss, take care of the wounded and bury the dead before commencing another attack. When this cruel war is over we shall have peace. We may state that prices are unchanged.

Owing to increased receipts, butter has declined 2@3c per pound. Sales of choice table were made o-day at 38@42c, a few gilt-edged lots bringing 46c. The vegetable and fruit markets continue to be well supplied, and commission men seem to be doing a thriving business.

Below will be found the receipts of produce for the past twenty-four hours:

Flour, bbls	310	Apples, bbls	30
Corn, sks	310	Barley, sks	1,020
Rye, sks	167	Oats, sks	946
Butter, pkgs	81		

We omit extended quotations.

PITTSBURGH OIL TRADE.

OFFICE OF THE PITTSBURGH COMMERCIAL,
FRIDAY, March 20, 1874.

REMARKS.—The market here was a quiet one, prices being about the same as the day previous. The telegraph lines were out of order. We have but few dispatches from the oil regions, and no sales from Parker's, which point is generally considered the headquarters for prices.

CRUDE.

In the absence of sales, we can only furnish the nominal rates. We quote Parker's, United Line, at $1 @at 70; Union Line at 75.

REFINED.

The market was a quiet one; so far as relates to prices, we have no change to note. The asking rates at the works were 12¾c per gallon; in a jobbing way, the usual advance was charged.

Shipments for the 24 hours ended with April 14¾a 15c.

New York, March 19.—Prices steady and quiet. Crude, in bulk, 6¾a7c; shipping orders, 7¾@8c. Refined 14¾a15c; 2,000 bbls refined sold, vessels ready latter part this month at 14¾c. Cases 20@20½c. Naphtha 9a9¼c. Philadelphia.—More inquiry; sales 8,000 bbls refined from April 15 to 25 at 15¾c; 7,000 bbls deliverable from March 25 to April 5 at 15c.

PETROLEUM CENTER, March 19.—Market quiet and firm at about $1 05.

TIDIOUTE, March 19.—Market firm at $1 60 at wells. No sellers.

PHILADELPHIA, March 19.—Market dull; S. W. 13¾a14¾c; crude 6¾c; cases 19½c; sales 1,500 bbls, last half April, sold at 14¾c.

[NOTE.—The lines are in bad working order on account of the state of the weather.]

PITTSBURGH AND ALLEGHENY HAY MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL,
THURSDAY, March 19, 1874.

The receipts of baled fair by rail and river. The demand, which for some time has been light, is at present better, owing, no doubt, to bad roads, which keep farmers at home and compels many who use loose hay when they can get it, to take baled for the present. Most of the retail dealers report an increased demand. Sales from store or by the bale ranged from $21 to $30. While the feeling is better prices are not quotably higher, ranging from $18 for interior to $28 for strictly prime. At Allegheny Diamond, where usually 100 to 150 tons are on sale in a week, there has not been over 20 tons this week, owing to the bad state of the roads. Some of the hay was wet, and of course did not bring the highest price. Sales range from $22 to $28, according to bind and quality.

PITTSBURGH LIVE STOCK MARKET—WEEKLY REVIEW.

OFFICE OF THE PITTSBURGH COMMERCIAL,
THURSDAY, March 19, 1874.

RECEIPTS.

	Cattle. No. head.	Hogs. No. head.	Sheep. No. head.	Horses No. head.	Mules No. head.
Thursday, Mar. 12	1,020	2,000	500	120	17
Friday, March 13	1,725	100	815	130	17
Saturday, March 14	2,400	2,300	1,100	30	34
Sunday, March 15	1,860	2,000	1,200	60	17
Monday, March 16	1,600	600	1,000	60	
Tuesday, March 17	1,208	2,350	800	100	34
Wednesday, Mar 18	1,100	400	900		
Total	7,780	10,600	8,415	498	102
Last week	7,722	13,716	11,350	810	223

SHIPMENTS.

	Cattle. No. head.	Hogs. No. head.	Sheep. No. head.	Horses No. head.	Mules No. head.
Thursday, March 12	1,800	1,450	1,600	30	34
Friday, March 13	1,211	1,965	1,610	105	17
Saturday, March 14	2,240	2,100	1,200	60	34
Monday, March 16	1,320	3,160	1,800	75	34
Tuesday, March 17	1,650	1,100	2,000	135	34
Wednesday, Mar 18	844	1,130	1,200	45	34
Total	9,271	10,745	9,910	450	153
Last week	8,104	14,420	16,854	780	255

Cattle.

In closing our last weekly report we noted the fact of an active and brisk market, and further that all the cattle offered and held at fair market rates would sell readily. That we were right in our conclusion events have since shown. Cattle sold soon after arrival and the farms we could learn nothing went forward in first hands, as is generally the case in bad markets. On Thursday there were weighed two hundred and ninety-eight head, most of which were shipping cattle, the market during the evening closing firm. On Friday, not much was done in the way of trade, most of the buyers having gone East, and trade for the week being about over. Only one load of cattle changed hands. On Saturday, eighteen head of cattle were sold, which closed trade for the week. On the whole, the market was a good one, and prices at least ½c higher than those of the preceding week. The arrivals for this week foot up seven hundred and twenty-two head, against seven thousand seven hundred and eighty-six head last week, while the number here is about the same, there has been an increase of through stock and a falling off of way cattle, or as drovers put it, a light run of selling cattle. The attendance of buyers compares favorably with the last few weeks, and all of them seem anxious to purchase. On Monday one hundred and forty-eight were weighed, the market closing in the evening firm. On Tuesday, principally in the afternoon, three hundred and eighty-four head changed hands, and trade closed firm and advancing. Advices from other leading markets all reported trade better excepting New York, at which place prices were slightly little lower. The number of cattle offering was not large and in quality were principally the medium and lower grades, no very good cattle being on sale. The light run favored advices and fact of no good cattle offering stimulated trade, and on Wednesday four hundred and thirty-six head were sold and weighed till now. This included about all the cattle then in the yards for this market, and trade ruled firm and prices tending higher. Compared with last week, cattle are quoted at least ½c higher, which makes an advance of ¾@1c per hundred pounds since last week. At this writing there are very few cattle offering, and if the run comes no heavier toward the close of the week than at present, it would not surprise us to see a still further advance. Following are the rates current:

PRICES:

Extra 1,400 to 1,500 lb. steers, fine and smooth, $6 85; extra 1,300 lb. steers, fine and smooth, $6 50a 6 65; prime 1,200 lb. steers, fine and smooth, $5a6 25; fair 1,100 lb. steers, fine and smooth, $5 50a6; fair 1,000 lb. steers, $4 85a5 25; common $4 50a4 75; bulls $3 50a4 50.

Hogs.

The arrivals of hogs for the week just closed have been ten thousand six hundred and sixty head, a falling off of three thousand head. At the time of closing our last week's report, $6 40 was the top price, but soon after owing to the light run, prices were advanced to $6 50@6 60, which is a fair figure for the market stood for a day or two, and quite a large number of hogs changed hands. Since then there has been a gradual falling off in demand, and although the arrivals also decreased they did not keep pace with the demand. This week very few hogs were sold to Philadelphia buyers, they getting all wanted on commission. Prices on Wednesday were 20c. per hundred lower than on Monday, and at the decline sales hard to make. On the whole trade is dull and unsatisfactory, and if the present damp dull weather continues it would not surprise us to see a further decline. Following are the prices the different grades are selling at:

PRICES.

Extra Philadelphia, $6 50; prime do $6 25a6 45; prime Yorkers $5 75; good Yorkers $5 40a5 60.

Sheep.

The arrivals of sheep some eight thousand head for the week, a falling off of thirty-five hundred head. Among the droves were several very fine lots, and on the whole the offerings are considered above the usual average. The attendance of buyers is good and market active and higher. Prices, to say the least, are ½c higher and some dealers say is fully ¾c better. All the stock in the yards is changing hands, and the offerings are hardly equal to the demand prices may advance still further. Following are the rates current:

PRICES:

Extra 100 lbs fine wool $7 35 to $7 40; extra 95 lbs do $7 25; prime 90 lbs do $7 00 to $7 10; prime 85 lbs do $6 90 to 6 75.

Cattle.

HAZLEWOOD, BLACKSTOCK & NEWTON SOLD.

No.	Weight.	Price.	No.	Weight.	Price.
16	21,500	$6 25	52	52,420	$5 50
8	8,000	6 00	2	2,660	4 75
	1,150	5 00			

HEDGES, HUFF & CO., SOLD

18	19,230	$5 12½	3	3,640	$4 ¢0
1	1,060	5 15	15	15,300	3 ¢5
11	13,110	5 50	3	3,110	3 87
11	12,260	5 75	1	1,080	3 87
18	19,010	5 50	18	19,420	5 75
20	20,990	5 25	167	16,210	7 39

HOLMES, LAFFERTY & CO., SOLD.

15	20,940	$6 00	17	21,830	$5 80
1	7,810	5 25	1	1,500	5 25
22	27,080	6 00	1	1,540	5 12
8	8,220	5 12	6	6,660	5 00
4	4,650	4 30	8	6,050	4 00
25	28,780	5 80	25	24,870	5 50
16	16,050	5 85	17	21,340	5 85
19	19,240	6 00	14	16,230	5 90
2	1,930	5 25	53	52,40	4 75
13	12,180	5 12	4	4,060	5 00
1	4,060	6 50	14	19,050	6 75
17	19,650	5 85	18	20,220	6 00
17	20,060	6 00	14	21,181	6 75
1	8,570	5 80	11	21,830	6 75
	880	4 25			

HEDGES, HUFF & CO. SOLD.

163	23,180	$5 70	63	7,560	$5 50
13	3,790	6 25	63	4,060	6 25
286	14,180	6 00	59	28,690	6 25
90	10,470	5 75	19	20,320	6 60
150	24,650	6 65	19	2,840	5 90
6	4,160	6 25	9	2,260	6 50
18	25,470	5 50	61	6,960	6 40
23	3,790	5 75	20	4,240	6 60
53	6,300	5 75	15	2,020	6 50
16	16,790	5 75	13	1,960	6 50
16	2,990	6 25	50	9,480	6 40
19	19,250	6 00	17	19,610	6 65
19	3,970	6 40	74	20,080	5 70

HOLMES, LAFFERTY & CO., SOLD

13	3,640	$5 40	31	6,400	6 25
121	23,610	6 10	202	36,250	5 75
125	24,170	6 12	119	23,880	6 12
90	24,710	6 60	99	20,370	6 55
100	18,500	5 80	471	91,910	6 15
100	8,720	5 75	190	43,000	6 60
20	11,050	6 45	53	9,370	6 00
21	4,360	6 50	113	23,980	5 70
186	48,190	6 50	184	45,750	6 75
15	3,190	6 00	91	17,530	6 60
384	86,010	6 70	161	8,320	5 35
179	37,370	5 70	99	7,230	5 60
10	1,750	5 50	7	830	5 50
225	26,610	6 50	140	22,390	5 80
40	4,660	6 00	44	14,190	6 75
5	1,120	6 75	115	25,490	6 20
33	6,170	5 70	41	10,420	6 65
84	14,600	5 50	36	20,700	5 50

Sheep.

HAZLEWOOD, BLACKSTOCK & NEWTON SOLD.

No.	Weight.	Price.	No.	Weight.	Price.
168	15,150	$7 05	369	31,690	$6 35
40	? head	7 10	170	15,650	6 80
400	42,500	6 00	150	14,430	6 90

HEDGES, HUFF & CO. SOLD.

150	16,010	$7 25	96	7,630	$5 65
30	2,950	6 85	186	15,900	7 00
140	13,810	7 00	158	12,950	6 85
120	11,950	7 10	45	3,160	5 80
161	17,080	6 90	50	3,640	5 35
66	5,910	6 65	422	36,130	6 65
297	29,880	6 90			

HOLMES, LAFFERTY & CO. SOLD.

14	1,960	$5 80	80	8,350	$7 00
169	9,910	7 00	145	13,500	7 00
494	43,390	6 85	98	8,850	6 25
190	9,760	5 80	132	11,610	6 15
63	11,110	6 75	107	6,100	6 02

WINES AND LIQUORS.

OFFICE OF THE PITTSBURGH COMMERCIAL,
THURSDAY, March 19, 1874.

	Per Cgal.	Per gal.
Common rectified Whisky		95@$1 00
Proof rectified	$1 05	1 10
Monongahela Rye, 1 year old	100	1 50
Monongahela Rye, 2 years old	100	2 00
Monongahela Rye, 3 years old	100	2 50
Monongahela Rye 4 years old	100	3 25
Pure Rye, "Golden Wedding," 5 years old		3 25
" " Cent		1 50
Domestic brandy, proof gallon		1 50
Imported brandy	6 00	@9 00
Cherry Brandy	1 50	@1 75
Holland Gin	2 90	@5 50
B. B. Brandy	1 50	@1 75
Cherry Brandy	1 50	@1 75
Port Wine	1 50	@1 75
Sherry Wine, "Crown"	2 00	@2 50
Sherry Wine, "Vallette"	2 50	@1 75
Sherry Wine, "Crown"	2 25	@2 75
Sherry Wine, "Harmony"	1 50	@5 00
Rum, "New England"	1 75	@2 00
Rum, "Jamaica"	6 00	@7 50
	Quarts	Pints.
Champagne, "Chas. Heidsieck"	$37 00	$29 00
Champagne, "Imperial"	18 00	20 00
Champagne, "Gold Seal"	18 00	20 00
Highwines	98@1 00	

NATRONA CHEMICALS.

OFFICE OF THE PITTSBURGH COMMERCIAL,
THURSDAY, March 19, 1874.

The following are the card rates of the Pennsylvania Salt Manufacturing Company:

Saponifier—50 cases at	$7 50 ₩ case.
Less quantity	8 00 ₩ case.
Greenwich 1¾c, (50 cases)	7 25 ₩ case.
Potash—50 cases (delivered in Phila.)	8 00 ₩ case.
Less quantity	9 50 ₩ case.
Bi carb soda—25 kegs	6¼@6½c ₩ lb.
Less quantity	7 @7½c ₩ lb.
Sal soda—25 kegs	2½c ₩ lb.
Less quantity	3½c ₩ lb.
Sal soda—30 bbls	2½c ₩ lb.
Less quantity	3½c ₩ lb.
Caustic soda—10 drums	7½c ₩ lb.
Less quantity	8½c ₩ lb.
Copperas—20 bbls	1¼c ₩ lb.
Less quantity	2½c ₩ lb.
Epsom salts—20 bbls	2½c ₩ lb.
Less quantity	4 c ₩ lb.
Sulphuric acid	3½c ₩ lb.
Less quantity	4½c ₩ lb.
Nitric acid	15c ₩ lb.
Chloride calcium	2½@3 ₩ lb.
Pure alumina	10c ₩ lb.
Lump Alum	3¾@4c ₩

Terms, cash in 30 days.

PITTSBURGH WOOL MARKET.

OFFICE OF THE PITTSBURGH COMMERCIAL,
THURSDAY, March 19, 1874.

Receipts light and prices firm at previous quotations. We quote as follows:

Fine fleece	45@45c	Medium fleece	45@47c
Unwashed	40@41c	Common fleece	32@35c
Combing	@35c	Pulled wools	38@42c

HORSE SHOES.

OFFICE OF THE PITTSBURGH COMMERCIAL,
THURSDAY, March 19, 1874.

The following are the rates for horse and mule shoes, as furnished by Shoeninger & Co.:

Horse shoes, ₩ keg 100 lb 5 lots	$6 25
Horse shoes, assorted kegs	5 75
Mule shoes, assorted kegs	6 75

New York Finance and Trade.

Gold Closed at 111¾

NEW YORK, March 19, 1874.

One million dollars gold awarded to-day at 111.81 a111.84. Treasury disbursements $87,000. Customs receipts $456,000.

MONEY

closed at 3a4 per cent.

STERLING

dull at $4 84¾ for sixty days, and $4 87¾ for sight.

GOLD

ranged at 111¾@112, and closed at 111¾. Carrying rates 2a3¾ per cent. Clearings $21,000,000.

GOVERNMENT BONDS

quiet and steady.

U. S. coupons, 1881	120	5-20s, '67	119¾
5-20s, '62	117¾	5-20s, '68	119¾
5-20s, '64	119¾	New 5s	114¾
5-20s, '65	120	10-40s	114¾
5-20s, '65, new	118¾	Currency '68	116¾

STATE BONDS

dull.

Missouri 6s	94	Virginia, old	32
Tennessee, old	91¾	North Carolina, old	28¾
Tennessee, new	91¾	North Carolina, new	29
Virginia, new	35		

STOCK EXCHANGE.

Stocks opened weak, declined ¾a1¾, but later there was a slight recovery, but this was lost and the lowest prices of the day current at the close. Sales between ten and two o'clock 73,000 shares, of which 28,500 were Western Union, 5,000 Union Pacific, 12,000 Pacific Mail, and 4,000 Lake Shore.

Canton	77	St. Paul preferred	64¾
W. U. Telegraph	77	Toledo & Wabash	47
Quicksilver	30	Do preferred	71
Adams Express	99	Fort Wayne	94¾
Wells, Fargo & Co	75	Terre Haute	12
American Express	61	Do preferred	39
U. S. Express	120	Chicago & Alton	103¾
Pacific Mail	44¾	Do preferred	107
New York Central	106¾	Ohio & Mississippi	29¾
Erie	43¾	Cleve., Col. & Cin	75
Do preferred	69¾	Burlington & Quincy	104
Harlem	132¾	Lake Shore	75¾
Do preferred	130	Panama	30¾
Michigan Central	87¾	Illinois Central	101
Pittsburgh	93¾	Union Pacific	34¾
Northwestern	24¾	Central Pacific bonds	92
Do preferred	72¾	Union Pacific bonds	84
Rock Island	106¾	Hartford & Erie	1¾
New Jersey Central	106	Delaware & Lack	108¾
St. Paul	43¾	Bankers' Bills	4 85

MARKETS BY TELEGRAPH.

Chicago Market.

CHICAGO, March 19, 1874.

FLOUR—Market dull and unchanged.

GRAIN—Wheat quiet and weak; No. 1 spring $1 26@1 26¾; No. 2 $1 18 regular, $1 19 fresh spot, $1 18¾@1 18¾ seller March, $1 23¾ seller May; No 3 $1 15; rejected $1 16¾. Corn active; No 2 mixed 61¾c regular, 62¼c strictly fresh spot, 61¾a61¾c April, 61¾c seller May. Oats—demand good at full prices on 58½c; rejected 50c. Rye steady with moderate demand; No 1, 88a89c. Barley dull; No 1 fall 53.

PROVISIONS—Pork active at $14a14 50 cash, $14 75 April, $15 09 May. Lard steady, with moderate demand at 9.10c spot, 9 15c April, 9 25c May. Bulk meats steady; shoulders 5½c; short rib middles and short clear 8¾c spot loose.

WHISKY—Market steady with moderate demand at 92½c.

New York Live Stock Market.

NEW YORK, March 19.—Beeves—Receipts 1,570, making 3,070 for three days, against 2,175 same time last week. Offerings mainly native steers, common to fair quality; the three days' warm wet weather has operated to weaken the market; trade dull, decline about ¾c on qualities used by wholesale slaughterers; fat bullocks $6, inferior to poor native steers and ordinary Cherokee cattle $10 @5 common to fancy native steers $10 50 to 13; the latest transactions were the worst for sellers.

Sheep—Arrivals 3,100, making 6,800 for three days, against 6,050 same time last week. Quality poor, demand limited, and market dull with a downward tendency; sales at $6 75a8 75, mostly at $7 50a8.

Swine—Receipts 2,700, making 5,650 for three days, against 6,900 same time last week. None on sale live; dressed offered at 7¼a7 75 for city; $7a7 12 for Western, all light weights.

New York Market.

NEW YORK, March 19.—Cotton quiet and easier at 17¼c for middling. Buyers' favor for delivery in Western and State $5 85a6 25; common to good $6 10a6 50; good to choice $6 60a6 70. Wheat dull and lower; No. 2 spring at $1 30; No. 3 do at $1 24; No. 1 red $1 34a1 35. Rye quiet at 91c. Barley, malt and corn unchanged. Oats quiet and firmer and more active; Western 60a63½c; white Western 62a64c. Hay firm at $1a1 06. Groceries quiet. Pork firm and more active at $15 50a15 75. Cut meats dull; clear bellies 10¾; middles dull at 9¾c. Lard firm at 9¾c. Butter and cheese firm and unchanged. Whisky a shade firmer at 92c.

Chicago Live Stock Market.

CHICAGO, March 19.—Cattle—Receipts 2,560 head. Market fairly active, firm and unchanged; fair to choice shipping steers $5 75@6 25; stockers and feeders $3 25a4 65, Shipments 2,600 head.

Hogs—Receipts 900 head. Market fairly active, firmer and 10c higher; common $4 50a4 75; good to choice $4 85 @5 05. Extra assorted $5 05a5 85. Shipments 11,000 head.

Sheep—Receipts 1,160 head. Market is active, but prices nominally at $6a7 for good to choice. Shipments 1,500 head.

New York Dry Goods Market.

NEW YORK, March 19.—There was a slightly improved jobbing movement to-day, but business continued languid with cotton. Cotton goods continue remain irregular, unsettled and weak on fine bleached cottons. Agents have advanced Wamsutta 4-4 sheetings 1c, and Pepperell 4-4 and the wider makes of same 1c per yard. Seaside bleached cottons are down to 15c. Prints more active, and dress goods doing well. Woolen goods quiet. Foreign goods dull.

New Orleans Market.

NEW ORLEANS, March 19.—Pork in demand and advancing to sanitary $16 50@16 75, spot $16 25. Bacon in good demand and prices advanced at 7¼@7¾, a9¾c. Molasses in good demand; common fair to prime 44@47c; centrifugal 56c; reboiled 62c; prime to strictly prime 65@70c. Sugar—Cornmeal in better demand at $3 70. Others unchanged.

Toledo Market.

TOLEDO, March 19.—Flour and oats quiet and unchanged. Wheat quiet; No 1 white Michigan $1 55; amber Michigan $1 47; seller June, $1 47. Corn steady; high mixed 69c seller March and April, 65c seller May, 66½c seller June, 69¾c seller July; no grade 63½c.

Baltimore Market.

BALTIMORE, March 19.—Flour steady and unchanged. Wheat dull and unchanged. Corn quiet; mixed Western 79a79½c. Oats firm; Western Southside, 49c; do mill do 50a52c. Provisions quiet. Mess pork $16a16 25. Bulk meats, packed 9¾c. Cornmeal 90a96½c.

Memphis Market.

MEMPHIS, March 19.—Cotton easier at 18¾a16c. Flour quiet at $5 30a5 50. Corn steady at 60a62½c. Oats dull at 38a39c. Hay firm and unchanged. Bran unchanged. Provisions quiet and unchanged.

Nashville Market.

NASHVILLE, March 19.—Cotton firm at 18¾a14½c. Flour, grain and provisions quiet and unchanged. Whisky firm at 95c.

Cleveland Market.

CLEVELAND, March 19.—Grain and petroleum dull and unchanged. Corn and oats firm and unchanged.

Oswego Market.

OSWEGO, March 19.—Wheat quiet; white Canada nominally $1 80. Corn dull at 80c. Barley quiet.

MARINE INTELLIGENCE.

MOVEMENTS OF OCEAN STEAMERS.

DATE OF DEPARTURE FROM NEW YORK, 1874.

Canada	March 21	Liverpool.
California	March 21	Glasgow.
Oceanic	March 21	Liverpool.
Vesper	March 21	Havre.
State of Pennsylvania	March 21	Liverpool.
Gianhigan	March 21	Cardiff.
City of Richmond	March 21	Liverpool.
Ville De Paris	March 26	France.
Minnesota	March 24	Liverpool.
Algeria	March 25	Liverpool.
Italia	March 25	Liverpool.
Germania	March 26	Hamburg.
Republic	March 28	Liverpool.
City of Paris	March 28	Liverpool.
Westphalia	March 28	Hamburg.
Wisconsin	March 31	Liverpool.

FROM P

CITY MATTERS.

Letters Held for Postage.

PITTSBURGH, March 19.

	Cents.
Levi, Miss Hattie, Pittsburgh, Pa.	2
Marks, Mary, Pittsburgh, Pa.	2
M. Fadden, Maggie, Bonna Vista, Pa.	3
Smith & Son, J. H., Franklin, Pa.	3
Voelker, V. F., Verner Station, Pa.	3
Wood, Jonathan H., Petrolia, Pa.	3

E. C. NEGLEY, P. M.

Newspaper Change.

The owners of the "American Manufacturer" have purchased the "Iron World," and will consolidate the two, retaining the name of the "Manufacturer."

Fire Last Evening.

About eight o'clock last evening a fire occured in the Thirteenth ward on the brow of the hill overlooking Bayardstown, where the fire department was unable to render any assistance. A frame dwelling was partly destroyed. The loss will be inconsiderable.

The Water Works Plan.

The Committee of Councils appointed to examine and report as to changes made, if any, in the original plans of the New Water Works, continued their investigation last evening. It is understood that, so far, the developements are not such as to create any commotion.

City Property.

The City Property Committee met last evening at the office of the City Clerk. Bills amounting to $247 17 were approved. The committee will meet on Thursday evening next for the purpose of awarding the contract for the erection of the lock-up in the Thirtieth ward.

Allegheny Street Committee.

A meeting of the Street Committee of Allegheny Councils was held in the Select Council Chamber last evening. The committee decided to request Councils to grant the petition of citizens and contractors for filling up to the abutment of the new Union bridge, and to instruct the City Solicitor to draw up articles of agreement to bind the contractors and prepare bonds to indemnify the city from damages. The petition asks that privilege be granted to the contractors to erect a trestle work across Rebecca street through the alley to South avenue.

The committee will report ordinances for grading and paving Sixteenth lane from Preble avenue to the railroad; for constructing sewer on Whiston alley, from Sandusky to North, Diamond streets; for grading Snyder street from Short street to its terminus; for constructing sewer on Long alley from Madison avenue to main sewer on Chestnut street; for constructing sewer on Allegheny avenue from Rebecca street to the river; for grading, paving and curbing Manhattan street from Washington avenue to Nixon street, and for repealing an ordinance for constructing sewer on Manhattan street from Grant avenue to the main sewer.

A petition from Adam Reinman for exoneration from assessments on property on Irvine street will be allowed to go Councils in regular order.

The contract for building a sewer on Federal street from Benton alley to North side of Pearl street was let to H. Lafferty at $2,321 00 and one building a sewer on Ledlie street from Friendship to Lindsay alley was let to McDonough & Co. at $905 00.

COURT PROCEEDINGS.

U. S. District Court—Judge McCandless.

C. S. Culp, of Westmoreland county, bankrupt. Report of Marshal Hall, as provisional assignee, of sale of certain personal property, was presented and approved, and assignee directed to pay the residue into the Registry of the court.

Duncan Keith, of Armstrong county, bankrupt. Rule on Malcolm Hay, Esq., assignee, to show cause why he should not sue out a writ of error in the case of Mr. W. Dallas vs. Duncan Keith in the Court of Common Pleas of Armstrong county, and have jugdment reversed. Returnable on the 31st inst.

S. S. Walters & Co., creditors, vs. John H. Harmon, Armstrong county, debtor, in bankruptcy. Answer and demand for jury trial filed. Trial granted, and fixed for April, special term.

Duncan Keith, Armstrong county, bankrupt. Petition of J. W. Redpath, creditor, for payment of money on certain judgment, was referred to Register Schaffer for examination and report.

District Court—Judges Ewing and Kirkpatrick.

In the case of Henry Reiter vs. John Reiter—action for trespass vi et armis, the jury found for the plaintiff the sum of $1,000. In the slander case of Brown vs. Reiter, the jury found for the plaintiff the sum of $150. In the case of John Reiter vs. Henry Brown, tried a few days ago, plaintiff's counsel moved for a new trial.

Daniel Lean and Hugh Ferguson vs. Everson, Knapp & Co.—Action to recover for the building of a furnace for defendants, in Westmoreland county. The plaintiffs did the work, and the greater part of their bill is not disputed, but the defendants allege that there are overcharges. On trial before Judge Ewing.

John Huckestein vs. Daniel Kelcher. Action to determine the right to use a road leading to plaintiff's stone quarry, north of Allegheny City. On trial before Judge Kirkpatrick.

TRIAL LIST FOR TO-DAY.

Snyder & Co. vs. Reiter et al.
Miller vs. Fitzsimmons et al.
Chisholm vs. Reynolds.
Dickson vs. Allegheny City.
Forsythe vs. McShane.
Adler, Rosenberg & Co. vs. Hart.
Henderson vs. O'Leary
Hall et al vs. Swabner.
Huckestein vs. Rankick & Bro.
Martin & Co. vs. Hollister & Lamm.

Common Pleas—Judges Sterrett and Stowe.

In the case of Abraham Bellas, Devore and wife vs. Wm. Boyd & Son—action to recover damages sustained by Mrs. Devore, in falling into a hole in a platform erected by defendants, while putting up a building on Wood street—the jury found for the plaintiffs the sum of $1,500.

In the case of Melissa McNulla Thomas vs. Alexander Thomas, libel in divorce—the same other gentleman the jury found for the plaintiff. In the case of Alexander Thomas vs. Melissa McNulla Thomas, libel in divorce, the jury found for the plaintiff for the defendant. These cases were tried before the same jury. The wife first filed her application for divorce with maintenance for herself and child, alleging desertion. The husband then applied for a final report, alleging adultery on the wife's section. The fact for the jury to find was, whether the wife had actually deserted her husband, or the husband had so treated her as to make it impossible for her to live with him. The verdict shows that the jury considered that the husband was at fault.

Caroline Faughner vs. Wm. Dilworth, Jr., and others—action to ejectment. After the case had progressed somewhat, the plaintiff took a nonsuit.

Henry K. Fowhl vs. John Sherlock. *Sci. fa.* on a Mechanics lien. On trial before Judge Sterrett.

Miller & Ellis vs. Edwin Reidenbach & Co.—On trial before Judge Stowe.

TRIAL LIST FOR TO-DAY.

Kernaghan vs. Ditheridge & Son.
McNeight vs. McAllister.
Ackley vs Dilworth, Jr.
Fry, trustee, vs. Everson.
Wigart vs. Kauffman.
Hamlin vs. Bingler.
Holmes vs. Forsyth.
Gl lespie & Co. vs. Pennsylvania Railroad.
Richardson vs. Hubbard.
Gainsford vs. Laying et al.
Cable vs. Holmes.
Groff vs. Dalman & Son.
Pass vs. Middendorf.

Quarter Session—Judge Collier.

In the case of the five parties, Steward, Wilson Duff, Powell and Robertson, charged with burglary, a verdict of guilty was returned as to all of them, and Duff and Powell, who are minors, were recommended to the mercy of the Court. This is the party recently arrested in a boat below the Suspension bridge, for the robbery of the house of Rev. Dr. Hodge, in Allegheny. Robertson, of this party, was then tried for larceny of a watch, on oath of a tailer, John Dosch, and found not guilty. Stewart was then put on trial for receiving stolen goods, and found guilty.

George Hoffman was tried on oath of William Ziendler, for entering a building with intent to commit a felony, and was found not guilty.

John Reese, charged on oath of Franklin McGuire with feloniously assault and battery, was found guilty of simple assault and battery.

TRIAL LIST FOR TO-DAY.

Commonwealth vs.	
W. H. Porter.	W. H. Cooper.
Jerry Crawford.	Obadiah Wick.
Sarah Griffin.	A. G. Zwanzig.
Thomas Carr.	Edward Reid, et al.
Matthew Graham.	Joseph Nolan.
Richard Hays, et al.	Mordecai Hawkins.
Samuel Pyle.	Frank Vogle, et al.

DESTRUCTIVE FIRE AT BEAVER.

The Losses and Insurance.

One of the most destructive fires that ever visited Beaver occurred there yesterday morning just before daylight. Colonel Quay's fine brick building, in which were located stores, offices and the office of the "Argus and Radical" printing establishment, was discovered to be on fire at three A. M., and in two hours it had burned to the ground. Orr & Cooper, dry goods merchants, are the heaviest losers. Their loss is about $8,000. No insurance. The "Argus and Radical" loses about $1,500. The owners had $5,000 insurance on the establishment. All the material is destroyed, and Colonel Negley, the managing editor of the paper, succeeded, by means of a bladder, in reaching a second story window, and saved the books of the office. The "Argus and Radical" we are assured, will be out in a few days again. It is one of the best weekly papers in the State, and we regret even its temporary suspension.

THE BROWN-REITER SUITS.

A Singular Complication—Alleged Larceny, Supposed Perjury, Replevin, False Arrest; Slander, etc —Verdicts of the Jury.

Judge Ewing's branch of the District Court has been engaged for over a week in the trial of an interesting quartette of cases in which two of the leading lumbermen on the waters of the Allegheny were the principal parties.

About a year since John Reiter, of Jefferson county, in this State, made an information against Henry Brown, of the same county, (a brother of Wm. Brown, the leading coal operator of this county,) for the larceny of a raft of timber, then lying at Herr's Island, and claimed by Henry Brown as his own, under purchase from Reiter. Reiter had Brown arrested and brought before the Mayor of Allegheny City, where he gave bail for his appearance the next day for a hearing. On his appearance the next day at the Mayor's office he was informed that the case had been dismissed without a hearing. Mr. Brown then made an information against Reiter for perjury, on the hearing of which before Mayor Blackmore it appeared that Reiter, in his haste to go with the officer having the warrant against Brown for larceny, (to point Brown out to the officer), had forgotten to swear to the information. Hence, the information for perjury had to be dismissed.

Reiter then instituted an action of replevin in the District Court of the county, against Brown, for the recovery of the raft, which was followed by an action by Brown against Reiter of trespass *vi et armis* for false arrest. Reiter then brought suit against Brown for malicious prosecution, who in his turn brought an action of slander against Reiter for having repeatedly said that he (Brown) had stolen his raft.

On Thursday last the replevin case was taken up, and occupied the court that day and the next, and resulted in a verdict, on Saturday morning, in favor of Brown—thus settling the question as to the title to the raft. On Monday the case brought by Reiter against Brown, for malicious prosecution, was tried, and it also resulted in a verdict in favor of Brown, and it also resulted in a verdict in favor of Brown, the jury deciding that Brown had, when he made the information against Reiter for perjury, probable cause to believe that Reiter had sworn to the information for larceny before Mayor Shallow, having before him, when he made the information for perjury, a copy of Reiter's information against Brown, to have been sworn to before the Mayor of Allegheny.

Brown, having been victorious so far, then commenced his cases against Reiter, for false arrest and slander. They were, by agreement, tried together, and were commenced on Monday afternoon, and not concluded until yesterday, when the jury brought in a verdict in favor of the plaintiff, Henry Brown, in both cases. In the action for false arrest their verdict was one thousand dollars damages; and in the action for slander their verdict was seven hundred and fifty dollars.

Mr. Brown was warmly congratulated by his friends on his victory. He is well known in the business community as one of the leading lumbermen in the western part of this State, and has always stood high for honesty and integrity in every respect. The cases were contested on both sides with earnestness and ability by the counsel of the parties—Messrs. Brewer, of Punxsatawney, and B. F. Lucas, of this city, for John Reiter; and Messrs. Jenks, of Brookville, and T. M. Marshall and G. L. B. Fetterman, of this city, for Henry Brown.

The New Colonnade Hotel,

on Chestnut street, Philadelphia, Pa., is famous for its luxurious appointments.

TRANS-ALLEGHENY CANAL.

Adjourned Convention Yesterday.

Opening Address by Hon. John Ritchie.

Address of Welcome and Response.

Report of Colonel Sedgwick in Regard to Preliminary Surveys, Etc.

The convention having for its object the furtherance of the Trans-Allegheny Canal project, met yesterday afternoon, in Lafayette Hall. The attendance was not very large, but there was a very earnest feeling manifested.

The meeting was called to order at a quarter before one o'clock, by Dr. Frank Cowan, Secretary, who explained that the Hon. Montgomery Blair, President, was absent on account of pressing professional duties—having a prominent case on trial, which required his personal attention.

On motion of E. C. Pechin, Esq., Hon. John Ritchie, of Maryland, ex-Member of Congress, was unanimously called to preside.

ON TAKING THE CHAIR, MR. RITCHIE said:

Gentlemen of the Convention—This is a very unexpected honor to me. There are many other gentlemen who, in my judgment, it would have been far more suitable to select, and who could probably bring more valuable words to the furtherance of the enterprise we have at heart than myself. Perhaps the compliment was paid me, however, in a measure, to the fact that when I had the honor of a seat in Congress, I was instrumental in securing an appropriation for the experimental surveys in connection with the proposed extension of the Chesapeake and Ohio Canal to the Ohio river. It was not my object to limit the interests of the public in this matter to any given line of extension, but to furnish, as far as possible, all the data obtainable, by which a wise conclusion could be reached. A number of routes looking to that end had been surveyed in the past. Col. Sedgwick, who was charged with the special duty of conducting the survey provided for by the last Congress, has made a most faithful and able examination of the route that hitherto has seemed to have escaped the attention of engineers. It is a most valuable contribution to the mass of information upon this general subject, and I have the pleasure of saying that he is here and will present the results of that examination much more effectively, and in more detail, than I possibly could do.

The general question of providing more adequate transportation for the increasing productions of the West is receiving more than usual attention at the present time. Undoubtedly sooner or later something will be done in response to the imperative demand of the great interior. We scarcely worth while, in the present state of public affairs, to dwell upon the abstract right of the general government in connection with works of internal improvement. Sensitive as I have been, and am still, in regard to the limitations of Federal power, practically, at least, the government has assumed control to a greater or less extent of the question, and the indications are, whether rightfully or wrongfully, that a still larger control will be assumed by the general government. It becomes then a practical question of right to be exercised, and various routes are to be submitted to the consideration of the public as to the means of promoting the desired end—and to present to the consideration of Congress a route so available for the purpose as the one we have in contemplation, and for saving any hesitating to disparage other enterprises—and we need not disparage any, for this country is great enough to figure the fact that there is room for them all—and the public welfare that the advantages of this route, when it are not generally known, should be brought to the attention of our public men. According to the Chamberlain estimate, there are now more than twelve of the interior States, a surplus production of some seven millions of tons, with inadequate present means of transportation are for the most part of such a surplus, and without entering into the question of the still greater development of the country, must be apparent, when it is remembered that to transport twelve millions of tons to the seaboard would require an uninterrupted and continuous train of cars reaching a thousand miles further than from New York to San Francisco and return. And we are now but upon the threshold of the development of our national wealth.

Just at this point it has been proper to remark that this demonstration is not conceived in a spirit of opposition to railroads. While in the management of many of the largest corporations a class of abuses have crept in that call for public correction, still, in the main, railroad management has been among the great means of developing the interior of the country. It is a fact within the observation of many that the development has reached a degree that they are not adequate to meet the demand for transportation, and that, in fact, the railroads, gentlemen, as I said, of this enterprise and the feasibility, in addition to the general information you have in this subject, will be found in detail and more satisfactorily dwelt upon by the engineer, to whom I have referred, Col. Sedgwick. I think he will be able to demonstrate that it is entirely feasible, and that it is not extraordinary, when we reflect upon the particulars presented to us in its favor, in comparison with those that are presented by other routes, which are regarded as practicable, and are considered within the range of Congressional favor.

The speaker, after indulging in some pleasantries as to the capacity of Pittsburgh, and what she could accomplish if she tried, concluded by alluding in eloquent terms to the grand achievements of modern days, in the development of the material interests of the world. The sentiments of the honorable gentleman were loudly applauded.

ADDRESS OF WELCOME.

Wm. D. Moore, Esq., on behalf of the local committee of Pittsburgh, was then introduced, and delivered a neat address of welcome to those who had come from neighboring States and cities to deliberate upon the grand enterprise which they all had at heart. He expressed regret that the citizens of Pittsburgh were generally engaged in the active business of the counting room and the labors of the shop and mill, that they could not appear at meetings of this character, except by the often-quoted remark upon a somewhat lengthy argument to show the necessity which existed; not only in this but in other countries, for facilities for the cheap transporting of the products of their mines, their farms, and their manufactories to the markets of the world, and alluding to the wonderful and multifarious industries of Pittsburgh, hoped that the present congress would make it their business, as he hoped it would be their pleasure, to make themselves as familiar as possible with the local industrial capabilities. [Applause.]

RESPONSE OF MR. HUFFMAN.

Hon. H. W. Huffman, of Cumberland, replied to the address of welcome on behalf of those who were here from abroad. Neither the speaker, nor, for all he knew, any member of the various delegations, entertained the slightest doubt as to the correctness of the reception they would meet with in Pittsburgh. Many of them had tested that hospitality in times past, particularly on the occasion of the recent "iron wedding" between the cities of Pittsburgh and Cumberland — a most happy union, which had thus far proved eminently harmonious and mutually advantageous, and bid fair to continue so to the end of time. [Applause.] Mr. Huffman then alluded to the great enterprise in hand, and expressed the earnest conviction that, sooner or later, success would crown their efforts. [Applause.] The speaker concluded by cordially thanking the citizens of Pittsburgh for their generous welcome, as expressed through their Committee.

ADDITIONAL OFFICERS.

Col. Israel Painter, of Westmoreland county, Gen. Ross, of Somerset, and Col. S. S. Moorhead, of Pittsburgh, were added to the list of Vice Presidents.

COMMITTEE ON RESOLUTIONS.

On motion, the following gentlemen were appointed a committee to prepare resolutions and report to an adjourned session of this convention: Messrs. C. Pechin, Pittsburgh; Gen. Jno. Geary, Pittsburgh; Israel Painter, Westmoreland.

On motion, the President of the meeting was added to the above Committee.

LIST OF DELEGATES.

The chairman requested the delegates to hand to the Secretary a list of their representatives. The list is as follows:

Hon. H. W. Huffman, Col. W. H. Lowdermilk, T. F. McCarden, A. B. McKaig, F. Muike, J. H. Gordon, H. Johnson.

Youghiogheny River Navigation Company—Thos. Moore, Jr., S. Heath, Wm. Kelley, Jas. M. Guffey, D. R. Coleman, Wm. Douglass, E. C. Suter, Joseph S. Finch.

Somerset county—Gen. M. A. Ross, Hon. H. B. Barnes, Dr. J. W. Mountain, J. O. Meyers.

Connellsville—Burgess—Benj. Frankenbagh; Council—Jno. Bryson, Jno. Dunn, P. F. Cunk, David Mawhinney, Jonathan Evans, David Barnes.

Chesapeake and Ohio Canal Company—A. P. Gorman, President; Hon. P. Hammill, Director; Col. Thos. S. Sedgwick, Engineer in charge of the surveys for the route.

Apsville—Capt. N. J. Bigley, John Benn, Alf. Guffey.

Suterville—James Hoskins, J. J. Douglass, M. C. Suter, A. M. Cariline.

Brownsville—Robert Mills, Jr., Thomas McVay, Wm. Redman, W. S. Packer, Isaac Mills, Thomas Kinney, Alex. Kirkpatrick, R. M. Holland, H. C. Snailenberger, Thomas Sharp, H. Hall and Jonathan Nicholas, W. J. Lynn, George Smith, Christ Seward, Alex. Dempster, John Giles, John Benn, John Baldridge, John Parker, Wm. Lang.

McKeesport—James F. Ryan, J. P. White, J. G. Leger, G. W. Weddell, J. C. Stewart, B. B. Coursin, H. C. Neeland.

Elrods—Wm. Douglass, Robert Cornell, Israel W. Painter.

Pennsylvania Oil Region—John W. Allshons, Jno. Anderson, J. T. Chalfant, A. C. Graff, Smith Cook, Allen Wilhelm, Harry Hunsaker and John Guffey.

West Newton—J. W. Painter, Captain C. C. Marshall.

Broadford—B. F. Overholt, John M. Cochran, A. O. Tintsman.

Guffey's Station—A. G. McGrew, John Guffey, A. A. Johnson.

Robbins' Station—William O. Robbins, Joseph Robbins.

The convention then took a recess until seven o'clock in the evening.

Evening Session.

It was almost eight o'clock when the convention was called to order. The attendance was not any larger than it had been during the afternoon, and there was considerable disappointment manifested at the seeming lack of interest on the part of our citizens.

Col. Beall McKaig, Esq., was chosen Assistant Secretary.

STATEMENT OF COL. SEDGWICK.

Col. Sedgwick, one of the engineers appointed to make the survey for the construction of the extension of the Chesapeake and Ohio Canal, was then introduced, and made a statement, tending to show the practicability of the construction of a canal across the Alleghenies, including the surveys for the Pennsylvania Canal, and other transportation enterprizes. He described the peculiar features of crossing the mountains, comparing the Will's Creek and Deep Creek routes, and the methods of obtaining the water supplies. Fifty years ago engineers had demonstrated the practicability of a water route across the Alleghenies, but as it was found that canals could be constructed, at a cost of $25,000 per mile over the mountains, as cheaply as canals, the latter were dropped, and the public mind ran almost altogether in the direction of railways. Now the cost of transportation by rail, as compared with water, was exciting general attention, and the canal project was revived. The Mill's Creek route having been occupied by the Connellsville road, it became necessary to find, if possible, a route laying between these known as Will's Creek and Deep Creek. This had been done in the Savage river route, which was the one recommended in addition to the mouth of the Youghiogheny river and an incorporated company formed for a slackwater route from that point to Connellsville leaving about one hundred miles of canal to be constructed from Connellsville, to Cumberland the present terminus of the Chesapeake and Ohio canal. These hundred miles would cost about $20,000,000.

In regard to the practicability of the canal, there were three conditions—water supply, ascent and descent and locks. Water supply was indispensable, of course; and aside from the estimates made fifty years ago, when the supply was deemed sufficient, the speaker was able to demonstrate by figures that the Castleman river would furnish abundance of water at any season. Basing figures, based upon the amount of rainfall at five points, to show that the supply would not only be ample but abundant. There were also favorable positions for multiplying reservoirs along the river, and as many of these as might be necessary to accommodate the business of the canal, could be constructed. The capacity of the canal was next discussed. It had been demonstrated that as many as one hundred and sixty-eight boats could be passed in twenty-four hours, carrying one ton upon the amount of rainfall at five points, to show that the supply would not only be ample but abundant. There were also favorable positions for multiplying reservoirs along the river, and as many of these as might be necessary to accommodate the business of the canal, could be constructed. The capacity of the canal was next discussed. It had been demonstrated that as many as one hundred and sixty-eight boats could be passed in twenty-four hours, carrying one ton dred and twenty tons each, or six millions of tons in one year of ten months. The Chesapeake and Ohio Canal now carries about one million tons annually, and this is a reasonably good business. Such a canal as that proposed would accommodate the business of the country for many years to come. The local necessity for such a route was shown in the demand for cheaper facilities for the transportation of coal, iron, clay, and other products, and the general necessity in the demand for the transportation of the surplus cereal products, amounting to several millions of tons annually.

The favorable conditions for the extension of the Chesapeake and Ohio canal, were striking and numerous. The intention was, fifty years ago, to connect the seaboard with the lakes, by canal. If the lines already constructed were in good condition, this proposed route would receive a large portion of the trade passing over these water lines.

The cost of transportation by canal was next discussed. One-quarter of a cent per ton per mile was the average cost. If the extension of the Chesapeake and Ohio canal were completed, and three millions of tons per annum transported, the cost would be about two dollars per ton between Pittsburgh and Georgetown, or Washington City; and in about three years the entire cost of the work would be saved to the business of the country. From these facts, the citizens of Pittsburgh could form some idea as to the importance of this water route to them. In the matter of the cost of the canal the speaker referred to the saving of cost of locks by the substitution of inclined planes. Applying this to the canal, in the mountainous regions he said that eight locks would cost about $125,000, while an incline plane in place of these eight locks, would cost about $30,000, showing a saving of $90,000. If these inclines were used to lower and lift boats on the railroad incline planes it would bring down the cost of this canal to sixteen millions of dollars.

In conclusion the gentleman said that in obedience to request he had given the principal engineering features of the enterprise. He believed the work to be within reason, and not above American ability.

Colonel Sedgwick upon leaving the stage was warmly applauded.

Mr. Gordon, of Cumberland, said that all had been very much interested in the report of Col. Sedgwick and he would return thanks therefor.

THE RESOLUTIONS.

Colonel E. C. Pechin, from the Committee on Resolutions, presented the following:

Whereas, The establishment of additional cheap water transportation lines from the West to the East, is one of the imperative demands of the day, and it is now apparent from the growth of the country, that such lines must be constructed, and

Whereas, The Ohio river is with its present low a water route already provided by the hand of nature from the Gulf to the West, and the location of 324 miles to be artifically constructed, and

Whereas, Of this 324 miles, the Chesapeake and Ohio Canal is now in operation 184 miles, leaving but 140 miles to be made, and

Whereas, The Youghiogheny river for a distance of 90 miles, being a part of this water line, there is left but 90 miles additional to be built to complete a route so much needed by the agricultural, mining and other industrial interests to the whole country, and

Whereas, In the pressing demand of the nation for cheap transportation for the products of the earth ring of that blessing can be hastened is as an important consideration for the cost, to the end that the saving of freight may reach the producer; therefore

Resolved, That the construction of this 90 miles of canal, shown by late government surveys and reports to be entirely practicable, is a matter of so short a period of time, and of so small cost in comparison with any other proposed route as to demand of Congress such immediate action as will insure the speedy completion of this great national water line.

Resolved, That as the early establishment of this route will cheapen to every consumer the price of his food, to every manufacturer the cost of his material, and increase to every farmer the profits of his labor, that we appeal to the people of the East and of the West to help us in urging upon Congress the completion of this great central link between the seaboard and the West.

Resolved, That the President is hereby requested promptly to convene the Committee on Representation heretofore appointed, for the presentation to them of this subject to Congress; and that the President pro. tem. do appoint an additional committee of nine to accompany the Executive Committee to Congress in this behalf, and to co-operate with the first named committee in furthering the objects of this convention.

Resolved, That when this convention adjourn, it adjourns to meet in the city of Washington on the 23d day of April, 1874.

Col. Pechin, after the presentation of the resolutions, made a few remarks, reflecting severely upon the indifference shown by the business men of Pittsburgh in this great enterprise, and urged that it was the most feasible and most profitable project in behalf of the American people now before Congress. He held that not only the national government, but the business people alone of the whole country, should be willing to give the twenty five millions of dollars for the completion of this great water line. The gentleman then proceeded to show by figures the facts and reasons he had given to ourselves and the public welfare that the advantages of this route, when it are not generally known, should be brought to the attention of our public men. According to the Chamberlain estimate, there are now more than twelve of the interior States, a surplus production of some twelve millionsof tons, with inadequatejte present means of transportation are for the most part of such a surplus, and without entering into the question of the still greater development of the country, must be apparent, when it is remembered that to transport twelve millions of tons to the seaboard would require an uninterrupted and continuous train of cars reaching a thousand miles further than from New York to San Francisco and return. And we are now but upon the threshold of the development of our national wealth.

Just at this point it has been proper to remark that this demonstration is not conceived in a spirit of opposition to railroads. While in the management of many of the largest corporations a class of abuses have crept in that call for public correction, still, in the main, andconvention have been the great means of developing the interior of the country. It is a fact within the observation of many that the development has reached a degree that they are not adequate to meet the demand for transportation, and that, in fact, the railroads, gentlemen, as I said, of this enterprise and the feasibility, in addition to the general information you have in this subject, will be found in detail and more satisfactorily dwelt upon by the engineer, to whom I have referred, Col. Sedgwick. I think he will be able to demonstrate that it is entirely feasible, and that it is not extraordinary, when we reflect upon the particulars presented to us in its favor, in comparison with those that are presented by other routes, which are regarded as practicable, and are considered within the range of Congressional favor.

The speaker, after indulging in some pleasantries as to the capacity of Pittsburgh, and what she could accomplish if she tried, concluded by alluding in eloquent terms to the grand achievements of modern days, in the development of the material interests of the world. The sentiments of the honorable gentleman were loudly applauded.

ADDRESS OF WELCOME.

Wm. D. Moore, Esq., on behalf of the local committee of Pittsburgh, was then introduced, and delivered a neat address of welcome to those who had come from neighboring States and cities to deliberate upon the grand enterprise which they all had at heart. He expressed regret that the citizens of Pittsburgh were generally engaged in the active business of the counting room and the labors of the shop and mill, that they could not appear at meetings of this character, except by the often-quoted remark upon a somewhat lengthy argument to show the necessity which existed; not only in this but in other countries, for facilities for the cheap transporting of the products of their mines, their farms, and their manufactories to the markets of the world, and alluding to the wonderful and multifarious industries of Pittsburgh, hoped that the present congress would make it their business, as he hoped it would be their pleasure, to make themselves as familiar as possible with the local industrial capabilities. [Applause.]

RESPONSE OF MR. HUFFMAN.

Hon. H. W. Huffman, of Cumberland, replied to the address of welcome on behalf of those who were here from abroad. Neither the speaker, nor, for all he knew, any member of the various delegations, entertained the slightest doubt as to the correctness of the reception they would meet with in Pittsburgh. Many of them had tested that hospitality in times past, particularly on the occasion of the recent "iron wedding" between the cities of Pittsburgh and Cumberland — a most happy union, which had thus far proved eminently harmonious and mutually advantageous, and bid fair to continue so to the end of time. [Applause.] Mr. Huffman then alluded to the great enterprise in hand, and expressed the earnest conviction that, sooner or later, success would crown their efforts. [Applause.] The speaker concluded by cordially thanking the citizens of Pittsburgh for their generous welcome, as expressed through their Committee.

ADDITIONAL OFFICERS.

Col. Israel Painter, of Westmoreland county, Gen. Ross, of Somerset, and Col. S. S. Moorhead, of Pittsburgh, were added to the list of Vice Presidents.

COMMITTEE ON RESOLUTIONS.

On motion, the following gentlemen were appointed a committee to prepare resolutions and report to an adjourned session of this convention: Messrs. C. Pechin, Pittsburgh; Gen. Jno. Geary, and H. W. Huffman, Cumberland; A. P. Gorman, Maryland; Patrick Hamill, Maryland; J. D. Boody, Somerset; Col. Thos. S. Sedgwick, Engineer; Bigley, Pittsburgh; Israel Painter, Westmoreland.

On motion, the President of the meeting was added to the above Committee.

LIST OF DELEGATES.

The chairman requested the delegates to hand to the Secretary a list of their representatives. The list is as follows:

Hon. H. W. Huffman, Col. W. H. Lowdermilk, T. F. McCarden, A. B. McKaig, F. Muike, J. H. Gordon, H. Johnson.

Youghiogheny River Navigation Company—Thos. Moore, Jr., S. Heath, Wm. Kelley, Jas. M. Guffey, D. R. Coleman, Wm. Douglass, E. C. Suter, Joseph S. Finch.

Somerset county—Gen. M. A. Ross, Hon. H. B. Barnes, Dr. J. W. Mountain, J. O. Meyers.

Connellsville—Burgess—Benj. Frankenbagh; Council—Jno. Bryson, Jno. Dunn, P. F. Cunk, David Mawhinney, Jonathan Evans, David Barnes.

Chesapeake and Ohio Canal Company—A. P. Gorman, President; Hon. P. Hammill, Director; Col. Thos. S. Sedgwick, Engineer in charge of the surveys for the route.

Apsville—Capt. N. J. Bigley, John Benn, Alf. Guffey.

Suterville—James Hoskins, J. J. Douglass, M. C. Suter, A. M. Cariline.

Brownsville—Robert Mills, Jr., Thomas McVay, Wm. Redman, W. S. Packer, Isaac Mills, Thomas Kinney, Alex. Kirkpatrick, R. M. Holland, H. C. Snailenberger, Thomas Sharp, H. Hall and Jonathan Nicholas, W. J. Lynn, George Smith, Christ Seward, Alex. Dempster, John Giles, John Benn, John Baldridge, John Parker, Wm. Lang.

McKeesport—James F. Ryan, J. P. White, J. G. Leger, G. W. Weddell, J. C. Stewart, B. B. Coursin, H. C. Neeland.

Elrods—Wm. Douglass, Robert Cornell, Israel W. Painter.

Pennsylvania Oil Region—John W. Allshons, Jno. Anderson, J. T. Chalfant, A. C. Graff, Smith Cook, Allen Wilhelm, Harry Hunsaker and John Guffey.

West Newton—J. W. Painter, Captain C. C. Marshall.

Broadford—B. F. Overholt, John M. Cochran, A. O. Tintsman.

Guffey's Station—A. G. McGrew, John Guffey, A. A. Johnson.

Robbins' Station—William O. Robbins, Joseph Robbins.

The convention then took a recess until seven o'clock in the evening.

Evening Session.

It was almost eight o'clock when the convention was called to order. The attendance was not any larger than it had been during the afternoon, and there was considerable disappointment manifested at the seeming lack of interest on the part of our citizens.

The meeting was called to order at a quarter before one o'clock, by Dr. Frank Cowan, Secretary, who explained that the Hon. Montgomery Blair, President, was absent on account of pressing professional duties—having a prominent case on trial, which required his personal attention.

On motion of E. C. Pechin, Esq., Hon. John Ritchie, of Maryland, ex-Member of Congress, was unanimously called to preside.

ON TAKING THE CHAIR, MR. RITCHIE said:

Gentlemen of the Convention—This is a very unexpected honor to me. There are many other gentlemen who, in my judgment, it would have been far more suitable to select, and who could probably bring more valuable words to the furtherance of the enterprise we have at heart than myself. Perhaps the compliment was paid me, however, in a measure, to the fact that when I had the honor of a seat in Congress, I was instrumental in securing an appropriation for the experimental surveys in connection with the proposed extension of the Chesapeake and Ohio Canal to the Ohio river. It was not my object to limit the interests of the public in this matter to any given line of extension, but to furnish, as far as possible, all the data obtainable, by which a wise conclusion could be reached. A number of routes looking to that end had been surveyed in the past. Col. Sedgwick, who was charged with the special duty of conducting the survey provided for by the last Congress, has made a most faithful and able examination of the route that hitherto has seemed to have escaped the attention of engineers. It is a most valuable contribution to the mass of information upon this general subject, and I have the pleasure of saying that he is here and will present the results of that examination much more effectively, and in more detail, than I possibly could do.

The general question of providing more adequate transportation for the increasing productions of the West is receiving more than usual attention at the present time. Undoubtedly sooner or later something will be done in response to the imperative demand of the great interior. We scarcely worth while, in the present state of public affairs, to dwell upon the abstract right of the general government in connection with works of internal improvement. Sensitive as I have been, and am still, in regard to the limitations of Federal power, practically, at least, the government has assumed control to a greater or less extent of the question, and the indications are, whether rightfully or wrongfully, that a still larger control will be assumed by the general government. It becomes then a practical question of right to be exercised, and various routes are to be submitted to the consideration of the public as to the means of promoting the desired end—and to present to the consideration of Congress a route so available for the purpose as the one we have in contemplation, and for saving any hesitating to disparage other enterprises—and we need not disparage any, for this country is great enough to figure the fact that there is room for them all—and the public welfare that the advantages of this route, when it are not generally known, should be brought to the attention of our public men. According to the Chamberlain estimate, there are now more than twelve of the interior States, a surplus production of some twelve millionsof tons, with inadequatejte present means of transportation are for the most part of such a surplus, and without entering into the question of the still greater development of the country, must be apparent, when it is remembered that to transport twelve millions of tons to the seaboard would require an uninterrupted and continuous train of cars reaching a thousand miles further than from New York to San Francisco and return. And we are now but upon the threshold of the development of our national wealth.

Just at this point it has been proper to remark that this demonstration is not conceived in a spirit of opposition to railroads. While in the management of many of the largest corporations a class of abuses have crept in that call for public correction, still, in the main, andconvention have been the great means of developing the interior of the country. It is a fact within the observation of many that the development has reached a degree that they are not adequate to meet the demand for transportation, and that, in fact, the railroads, gentlemen, as I said, of this enterprise and the feasibility, in addition to the general information you have in this subject, will be found in detail and more satisfactorily dwelt upon by the engineer, to whom I have referred, Col. Sedgwick. I think he will be able to demonstrate that it is entirely feasible, and that it is not extraordinary, when we reflect upon the particulars presented to us in its favor, in comparison with those that are presented by other routes, which are regarded as practicable, and are considered within the range of Congressional favor.

The speaker, after indulging in some pleasantries as to the capacity of Pittsburgh, and what she could accomplish if she tried, concluded by alluding in eloquent terms to the grand achievements of modern days, in the development of the material interests of the world. The sentiments of the honorable gentleman were loudly applauded.

ADDRESS OF WELCOME.

Wm. D. Moore, Esq., on behalf of the local committee of Pittsburgh, was then introduced, and delivered a neat address of welcome to those who had come from neighboring States and cities to deliberate upon the grand enterprise which they all had at heart. He expressed regret that the citizens of Pittsburgh were generally engaged in the active business of the counting room and the labors of the shop and mill, that they could not appear at meetings of this character, except by the often-quoted remark upon a somewhat lengthy argument to show the necessity which existed; not only in this but in other countries, for facilities for the cheap transporting of the products of their mines, their farms, and their manufactories to the markets of the world, and alluding to the wonderful and multifarious industries of Pittsburgh, hoped that the present congress would make it their business, as he hoped it would be their pleasure, to make themselves as familiar as possible with the local industrial capabilities. [Applause.]

RESPONSE OF MR. HUFFMAN.

Hon. H. W. Huffman, of Cumberland, replied to the address of welcome on behalf of those who were here from abroad. Neither the speaker, nor, for all he knew, any member of the various delegations, entertained the slightest doubt as to the correctness of the reception they would meet with in Pittsburgh. Many of them had tested that hospitality in times past, particularly on the occasion of the recent "iron wedding" between the cities of Pittsburgh and Cumberland — a most happy union, which had thus far proved eminently harmonious and mutually advantageous, and bid fair to continue so to the end of time. [Applause.] Mr. Huffman then alluded to the great enterprise in hand, and expressed the earnest conviction that, sooner or later, success would crown their efforts. [Applause.] The speaker concluded by cordially thanking the citizens of Pittsburgh for their generous welcome, as expressed through their Committee.

ADDITIONAL OFFICERS.

Col.